

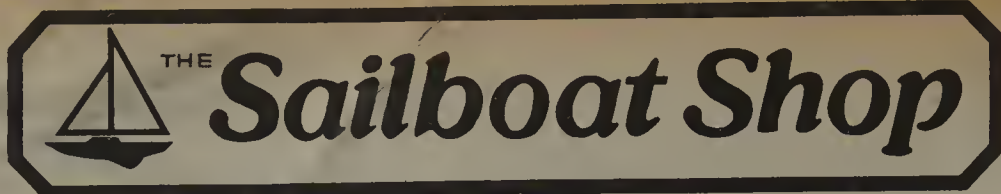
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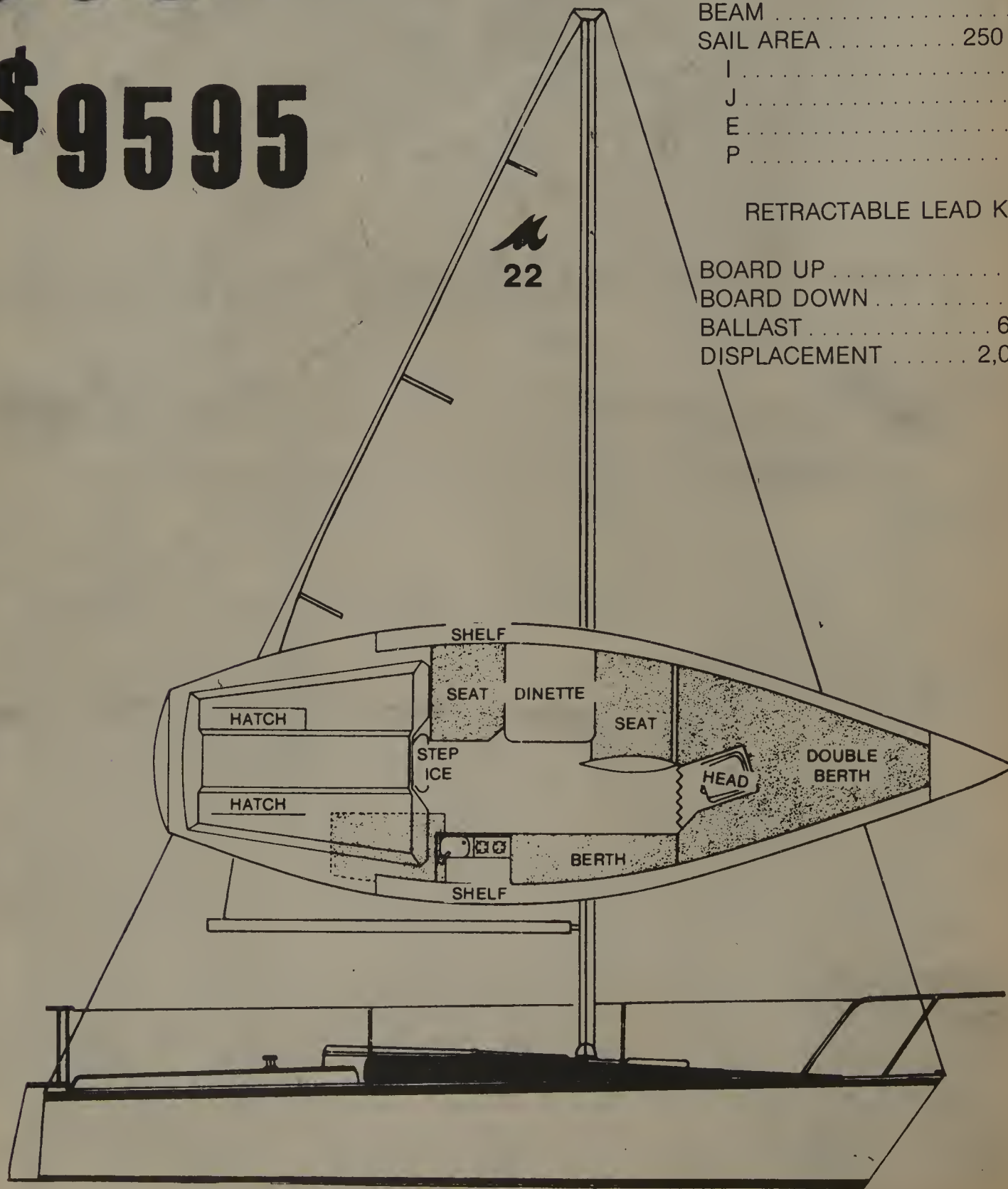
# \$9595

## Specifications

LOA	22'0"
LWL	18'0"
BEAM	8'0"
SAIL AREA	250 SQ. FT.
I	28.0'
J	8.25'
E	9.6'
P	23'0"

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BALLAST	600 LBS.
DISPLACEMENT	2,000 LBS.







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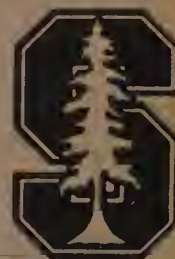
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## HOTFOOT 27

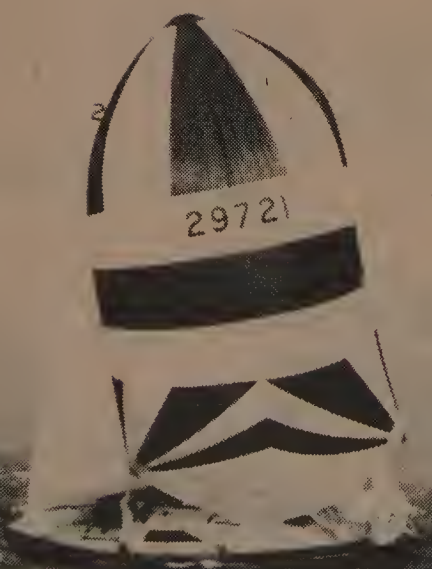
LOA: 27'      DRAFT: 5'5"  
 LWL: 22'      DISPL.: 3600 lbs.  
 BEAM: 9'4"      PHRF: 132 sec/mile

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		2 Firsts
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28' COLUMBIA, '70, lb/g	\$19,900	32' CHALLENGER, '76, lb/d	\$47,500	38' DOWNEAST, '76, lb/d	\$80,000
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29' H-28, '65	\$30,000	32' GULF, '74, lb/d	\$59,000	39' CAL, '80, lb/d	\$97,500
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30' YANKEE, '72, lb/g	\$31,950	34' CORONADO, '69, lb/g	\$35,900	41' MORGAN OI, '79, ob/d	\$120,000
30' ISLANDER MKII, '71, lb/g	\$28,000	35' CAL, '80, lb/d	\$95,500	42' SPENCER, '68, lb/d	\$79,000
30' BRISTOL, '73, lb/d	\$34,950	35' MEGELLAN, '65, lb/d	\$49,500	44' PETERSON, '75, lb/d	\$117,500
30' DOUBLE-END, '48, lb/g	\$39,500	35' BANDHOLM, lb/d	\$88,750	44' CONCEPT	\$100,000
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31' COL 9.6, '76, lb/d	\$38,950	36' C&C, '80, lb/d	\$81,500	50' GULFSTAR, '77, lb/d	\$189,500
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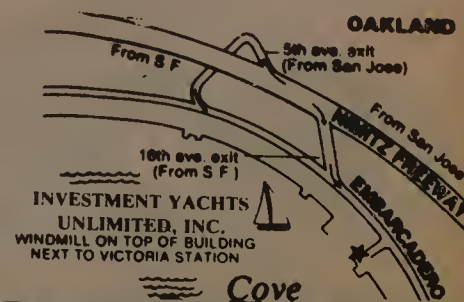
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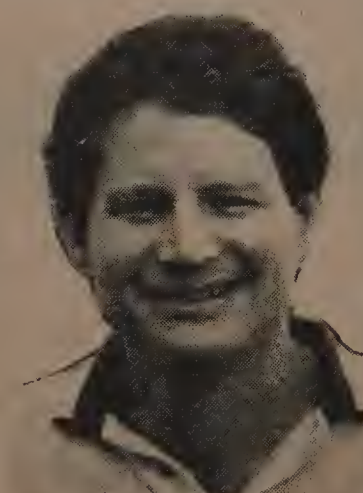
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"Bullfrog" escaping Alcatraz

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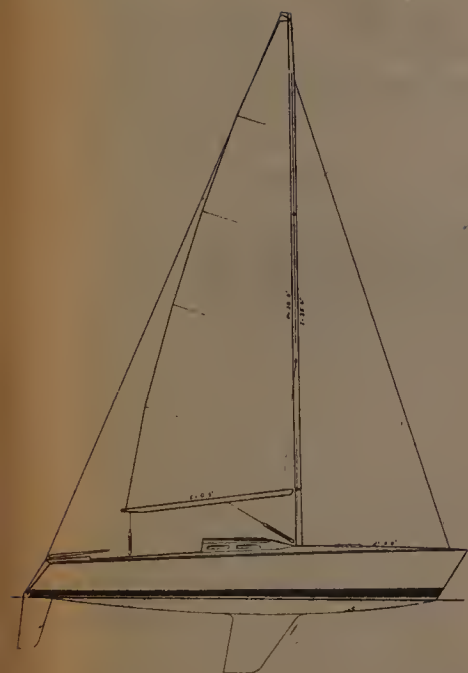


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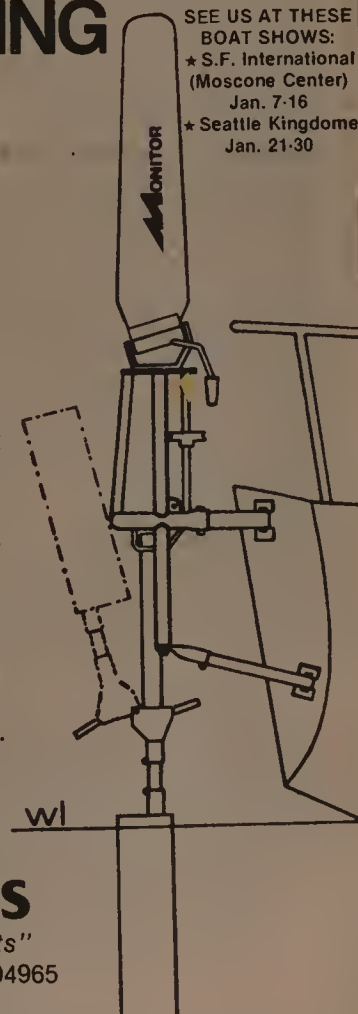
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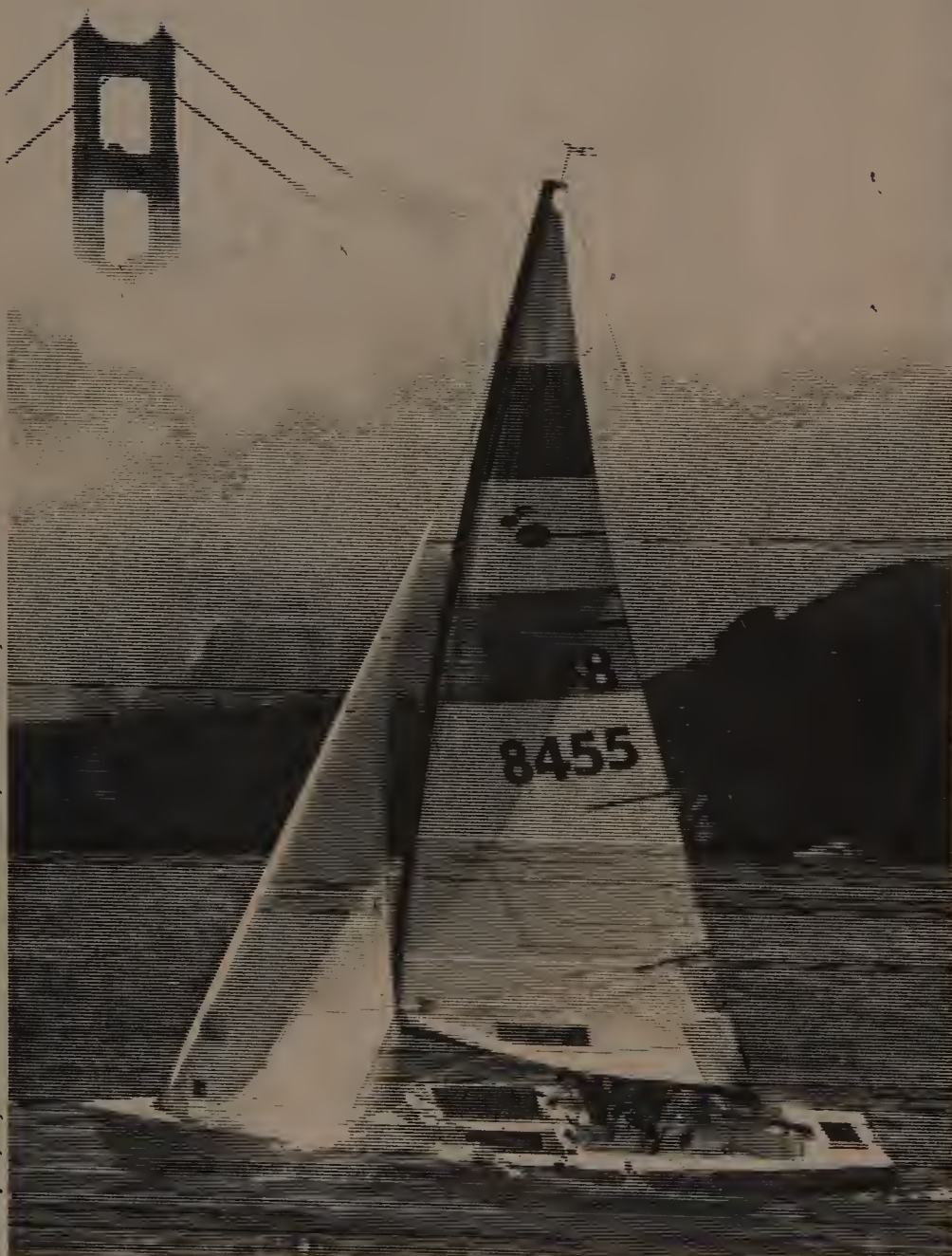


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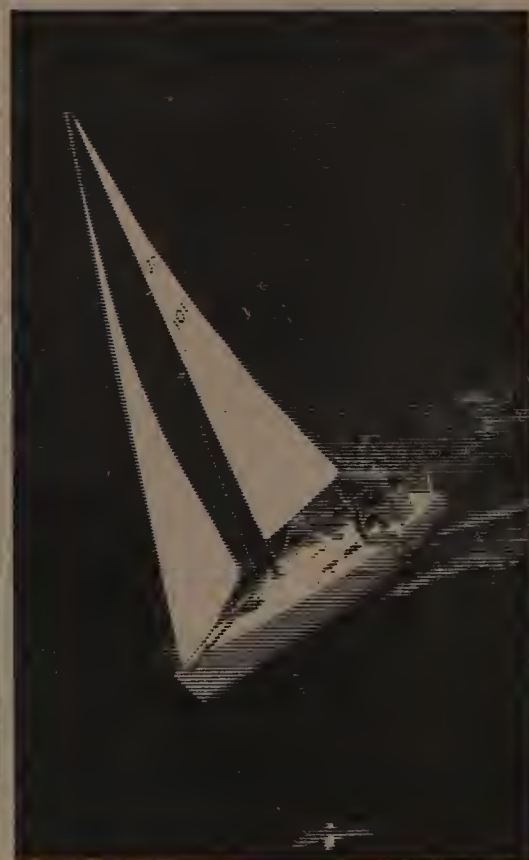
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Flying Colors, Moore 24 1982 SYRA Champion/Photo by Carolyn Brown



Tamaroa, Electra 1982 SYRA Champion

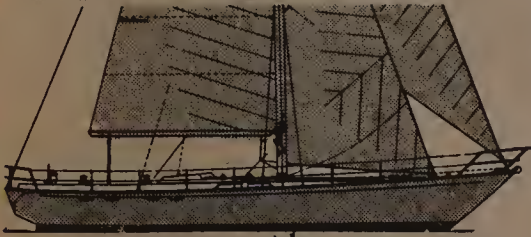


Centurion, Olson 30 1982 SYRA Champion/Photo by Donald Hilbun



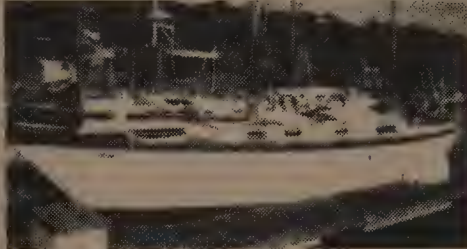
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**ISLAND BODY — MONTEREY**  
(Official Length 78.0 miles)

## ELIGIBILITY

The race is open to IOR and PHRF racing/cruising yachts. Entry of a yacht is at the discretion of the MPYC Race Committee. The owner of a participating yacht must be a member of a recognized yacht club. The completed entry form, signed waiver of responsibility and entry fee of \$25.00 must be postmarked no later than 2400, Wednesday, March 9, 1983.

## DIVISIONS

There will be an IOR division and a PHRF division. These classes may be further divided if the number of entries dictate. A list of entries and their respective divisions will be posted in the club house as soon as possible.

## RATINGS

Yachts entering the IOR class must provide the committee with a copy of a valid IOR certificate which will be kept on file by the race committee. PHRF ratings will be assigned by the race committee.

## PRIZES

Each participating yacht will be awarded a plaque. First, Second and Third Place trophies will be awarded in each Class. The Monterey Herald Perpetual Trophy will be awarded to the yacht with the shortest elapsed time. The John R. Neighbours Perpetual Trophy will be awarded to the I.O.R. yacht with the best corrected time. The PHRF Perpetual Trophy will be awarded to the PHRF yacht with the best corrected time. Course Record, 09:29:24, "Incredible", 1978.

## SCHEDULE

Friday, March 11, 1983

Cocktail Party MPYC (No Host) 1800 to ?  
Skipper's Meeting 1900

Saturday, March 12, 1983

0950 First Warning Signal  
1000 First Start

Sunday, March 13, 1983

Brunch and Trophy Presentation at MPYC  
Entry Blanks and Additional Information Contact:

**MPYC ANO NUEVO RACE**

DICK CLARK, CHAIRMAN

P.O. Box 91, Monterey, CA 93940

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# CALENDAR

**Feb. 5** — Get crabs at the Newark Pavilion — to eat, that is. The Fremont Sailing Club invites you to an all-you-can-eat crab and clam chowder feed for \$13.00. 7:30 pm in Newark, CA. Jim 657-7997.

**Feb. 5** — Swap meet and pot luck dinner at Berkeley YC, sponsored by the Master Mariners Association. Starts at 1530 hours. John Ough, 234-2761.

**Feb. 5-6** — Courtesy marine examinations by the U.S. Coast Guard Auxiliary at the San Leandro launching ramp. 0730 to 1230. Come and get checked out. Also held on Feb. 19-20, same time, same place. Al Gabriel, (415) 351-2100.

**Feb. 2-25** — SORC in Florida and the Bahamas. Local lights headed by Munroe Wingate's *Scarlett O'Hara*, with Chris Corlett and Dee Smith, and Tom Blackaller aboard *Mea Culpa*.

**Feb. 8** — "Creativity in the Galley". Marine cuisine for the nautical gourmand. Also Feb. 10 and 15. (707) 557-0578.

**Feb. 8** — Heavy weather sailing seminar with Doug "Hurricane" McNaughton, 234-4334.

**Feb. 11-13** — "How to Survive the Coast Guard Exam" for your 6 pac license. Call Liz at 521-5370.

**Feb. 12** — The first of Encinal YC's Jack Frost Warm Up series in Alameda. Also on Feb. 26, March 12 and 26. 522-3272.

**Feb. 18-27** — Aussie 18 Worlds, Okahu Bay, NZ.

**Feb. 19** — Get crabs at the Sausalito Cruising Club. Chow down for \$8.00 a head. 332-9349.

**Feb. 19** — Marina del Rey to Puerto Vallarta race. Escape south of the border and stay for MEXORC, like SORC only with enchiladas. (213) 823-3843.

**Feb. 19-20** — First annual Big Daddy IOR regatta at Richmond YC. Gary Clifford, (415) 233-9833.

**Feb. 25** — S.F. Bay Multihull Association sponsors the first of three seminars: "The Evolution of Multihull Design" and "Wing Spars". At Metropolitan YC, Jack London Square, Oakland. 8:00 pm. Richard Tate, (408) 946-3874 (home) or (408) 970-1755 (work).

**Feb. 26** — Coast Guard seminar on how to be a better race committee. Starts at 8:30 am on Government Island. Call Kitty or Debbie, 771-9500.

**Feb. 26** — The first of Ballena Bay's spring Whale's Chase series. Also on March 19, April 9, 23 and May 14. 1:00 pm start. Tom, 865-6641, or Arthur, 365-7306.

**March 1** — Boating Safety and Seamanship course at the Berkeley YC, 1 Seawall Drive, Berkeley Harbor. R.P. Rathburn, 6103 Columbia Ave., Richmond, CA 94804.

**March 4-12** — MEXORC, with races in Puerto Vallarta, Careyes and Manzanillo. Ole!

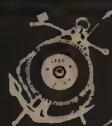
**March 12** — "Racing for beginners" at the Sausalito Cruising Club. Also on March 26, April 9 and 23. 332-9349 or 332-9922.

**March 12** — Corinthian YC's race for women skippers and crews. A distaff affair. Glenda Carroll, 282-7912, or Renee Soleway, 461-7576.

**March 12** — Coronado 25 Association conducts their annual sail clinic at the Sausalito Cruising Club. Kame Richards will reveal secrets of the bay. \$5.00 includes lunch. Such a deal! Bobbi Tosse, 939-9885, or Elaine Kozak, 332-3380.

**March 12** — Ano Nuevo race, the opening ocean contest of the season, 78 miles long. No host cocktail party on Friday night at the Monterey Peninsula YC. Dick Clark, P.O. Box 91, Monterey, CA 93940. (408) 624-9492 (work) or (408) 624-3956 (home).

**March 12** — Pt. San Pablo YC annual Flea Market starts at 0800 hours. Free, but bring your own tables. 700 West Cutting Blvd.,



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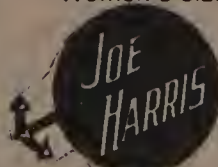
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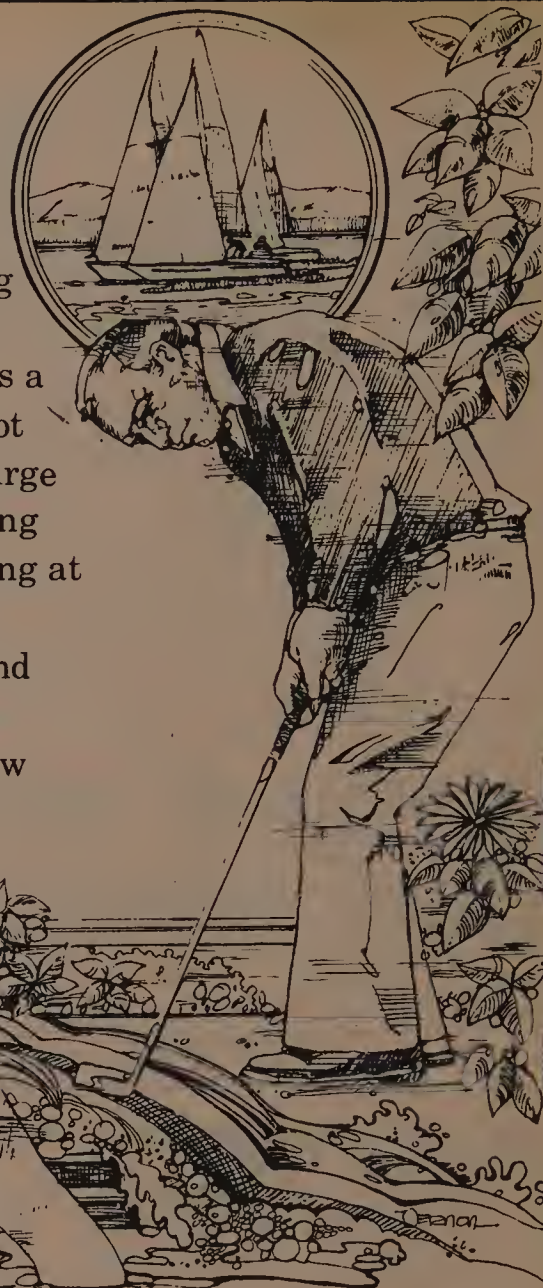
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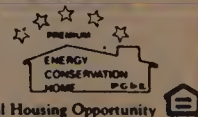


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# CALENDAR

Richmond. 233-1046 or 234-9711.

**March 12** — El Toro roundup at Lake Merritt Sailing Club, Oakland. 444-3807.

**March 13-20** — Congressional Cup. The match race world series at the Long Beach YC, (213) 493-4411.

**March 19** — Newport to Cabo San Lucas race. A warm up for the TransPac. Newport Harbor YC, (714) 673-7730.

**March 19-20** — Youth Yacht Racing Association's youth sailing seminar at Lake Merritt. Rex Abbott, (408) 374-4935; Del Locke, (415) 724-5896; Dennis Neary, (415) 531-2141.

**March 19-20** — Folsom Lake's Camellia Cup, an annual get together of over 300 boats just outside of Sacramento. Chris Lewis, (916) 322-4985.

**March 23** — Newport Harbor sailboat show, Lido Marine Village, Newport Beach. Duncan McIntosh, 1760 Monrovia Ave., Suite A-8, Costa Mesa, CA 92627. (714) 673-9360.

**March 26** — Deadline for entries in the Island YC's annual women's invitational race on April 10. Marcine Osborn, 278-0495 (eves) or Elaine Wright, 436-6463 (eves) or 545-9879 (days).

**April 9** — Third annual Doublehanded Farallons race, sponsored by S.F. Bay Multihull Association. Not for the faint of heart or hand. Richard Tate, 448 Greathouse Drive, Milpitas, CA 95035. (408) 946-3874 (home) or (408) 970-1755 (work).

**April 16** — Colin Archer Memorial race, sponsored by the Encinal YC, Alameda. For boats pointed at both ends. 522-3272 or 932-5005.

**April 24** — Opening Day.

**June 8-11** — Long Beach Race Week, (213) 598-9401.

**July 2** — Start of the TransPac in Los Angeles. Destination: Honolulu. Downwind to paradise. (213) 667-6822.

**Mid-Winter schedules** — Metropolitan YC: 2/12&13; 832-6757 or 771-9500. Golden Gate YC: 2/6 (2/20 make up); 566-2087 or 346-BOAT. Northpoint YC: 2/12; 775-5154. Sausalito YC: 2/19; 435-4771. Coyote Point YC: 2/6, 3/6 (3/12 make up); 347-6730 weekends. Richmond YC: 2/27; 237-2821 mornings. Sausalito Cruising Club: 2/5, 2/26, 3/5, 3/19; 332-9349 or 332-9922.

Please send your calendar dates by the 18th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often!



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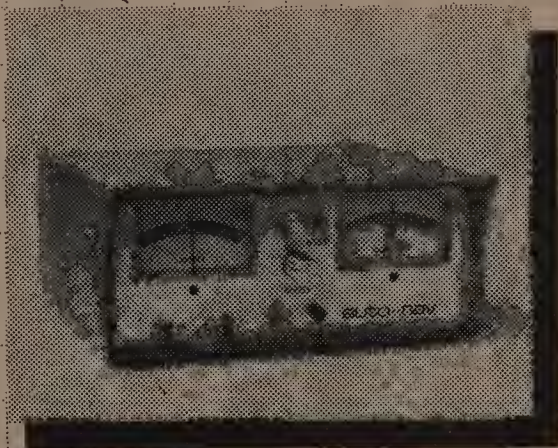
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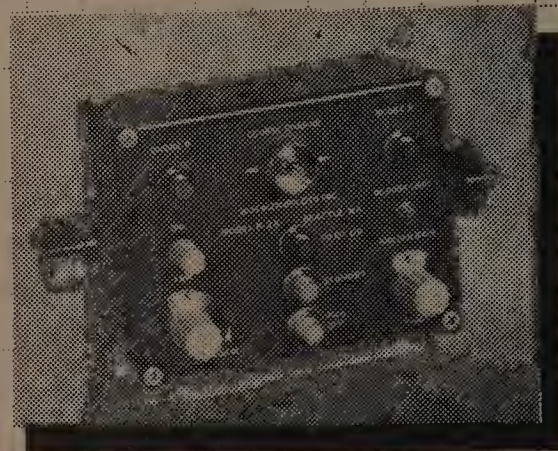
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		18'2"	
		Beam	8'0"
		Draft	3'3"
Sail Area		Shipping Wt. Dry	4,500
Standard	250 sq.ft.	Displacement	6,000
Gaff	288 sq.ft.	Ballast (Lead)	1,750
Headroom	6'0"		

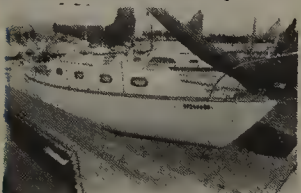


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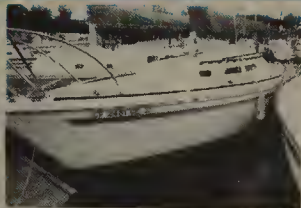
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36' Lancer '79 Dsl. Equipped to the max! Rigger to single-hand. Auto-pilot, Dodger, CNG, shower, spares for pumps and electrical, etc., Spinn. gear, Drifter. Price reduced 15K for quick sale. Asking \$62,000. All offers considered! Susanne Kirkham, agent.



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except that it has 3 extra (total of 9) circuit breakers instead of battery switch. **similar to no. 600**

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**Model 605 Accessory Panel** has 6 circuit breakers only. Can be used separately or to expand DC load distribution. Measures: 5-1/4" w x 7 1/2" h.  
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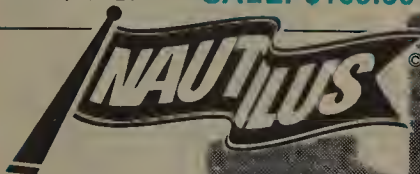
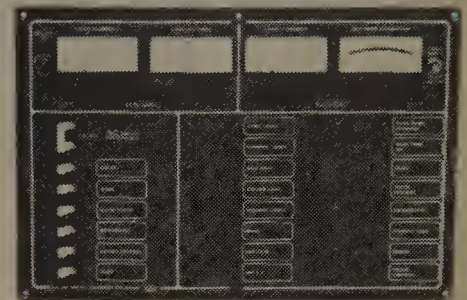


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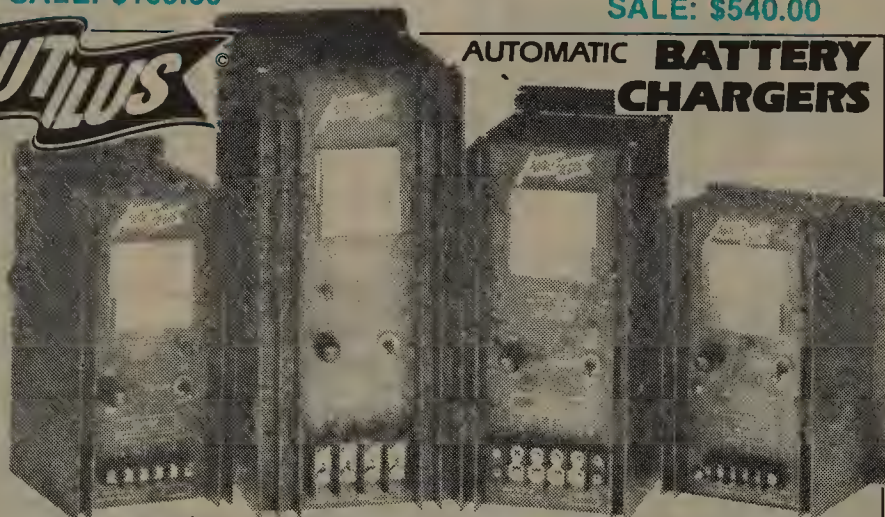
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Model	Function	Sale
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33547-952	anchor/tricolor strobe (shown)	<b>\$139.00</b>



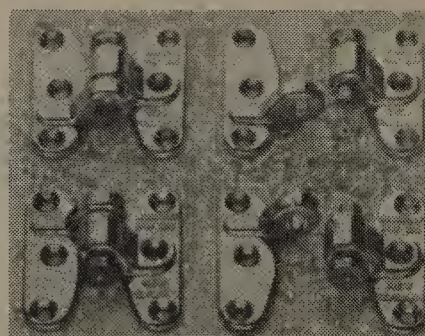
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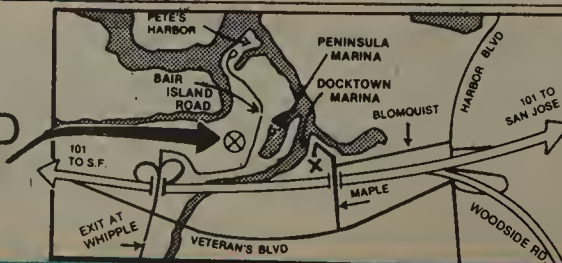
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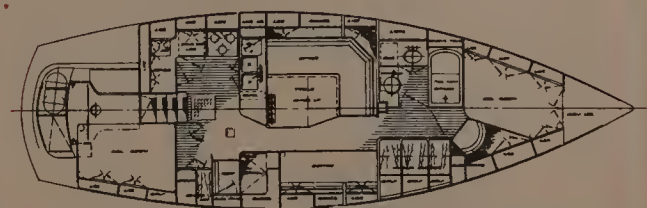
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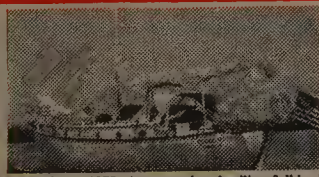
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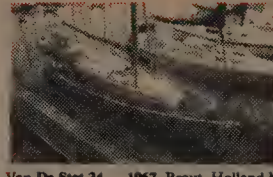
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37' Endeavour — o.w.c., 1982	96,000
36' Hunter, 1980	65,000
35' Fantasia, 1979	68,000
35' Mariner, 1966	45,000
34' Van de Stadt, beaut. steel cruising cutter, '67	59,500

34' Tartan, 1974	41,000
34' Columbia, 1971	30,000
33' Tartan 10, 1975	36,000
33' Ranger, 1975	32,000
32' Westsail, 1974	59,500
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30' Islander Mark II, 1975	33,000
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25' Catalina, 1977	14,000
25' Santana 525, 1977	13,800

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20' Cal, 1964	5,700
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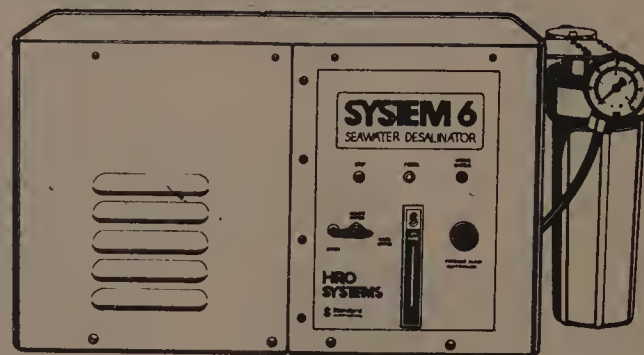
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# LETTERS

## ☐ I CRUISED THE U.S. VIRGINS . . . AND LOVED IT!

We just returned from the bareboat charter out of St. Thomas, and although we did encounter a few charter problems, I know, "you told us so . . .", we did not, repeat, did not have near the problems others had whom we met who chartered from your beloved Tortola, including boats from the "M", "C", and "W" charter companies. We at least did not have halyards snap, anchor rode separate, spreaders crack, engines fail, or stays snap, as people we talked with did from "M", "C", and "W" Charters.

We must take great exception to your condemnations of the U.S. Virgin Islands. I have been teaming with anger since your first blasts last year, but held my tongue (pen) knowing we were going there soon and just maybe things were bad. Well we are back now and after January's blasts at the Virgins, I must write.

This was our third visit to Charlotte Amalie over the past five years and we just love the place, the people are very friendly, the dining is excellent, the shopping is great . . . goodies, food, and booze, where else do you buy good rum for \$1.19 a bottle??? Even the Pusser's is cheapest in St. Thomas. As far as safety, I felt much safer walking around Charlotte Amalie than I did walking from BART to the Moscone Boat Show in San Francisco! And the Yacht Haven Marina and anchorage is a lot cleaner and safer and handier and friendlier than Roadtown!

Anyone who would spend a grand to fly to the Virgins to cruise (or anything) and not visit the U.S. Virgins, not visit places like Charlotte Amalie, Magens Bay, Christmas Cove, Caneel Bay, Trunk Bay, Leinster Bay, Hurricane Hole, Lameshur Bay (watch out for Eagle Shoal!), Chocolate Hole, etc., etc., anyone who would not visit such places probably would not ride a cable car while in San Francisco, they probably would not play a slot machine in Reno, they probably would not fly their chute on the downwind leg of a race!

If you want to condemn places, let's condemn San Cay or Little Harbor at Peter Island — both in the BVI — the bugs will eat you alive. Let's condemn the gun toting police around the Virgin Gorda Yacht Harbor, BVI, let's condemn the whole BVI for their silly dress code, banning swim wear and shorts while strolling their streets!

Yes, every area has its problems, but I really think you are either 1.) being very ignorant of the U.S. Virgins, or 2.) you have an axe to grind with the U.S. Virgins, or 3.) you get kickbacks from the BVI merchants or someone, or 4.) you actually love the U.S. Virgins and just hope the negative press will keep people away so you can enjoy them more.

Sign me,  
Love the U.S. Virgins!  
Dave & Maureen Peters  
Discovery Bay, Byron

P.S. A special public thank you to Sandi and R.C. Gilson, Brandy, Cider, Pissou, the Cat, and the rest of the Crew on Grab-A-Chance, you people are truly Saints, your hospitality and help were greatly appreciated.

*Dave & Maureen — We're glad to hear that all your experiences in the U.S. Virgin Islands have been good ones. We hope all your future sailing trips there will be equally pleasurable.*

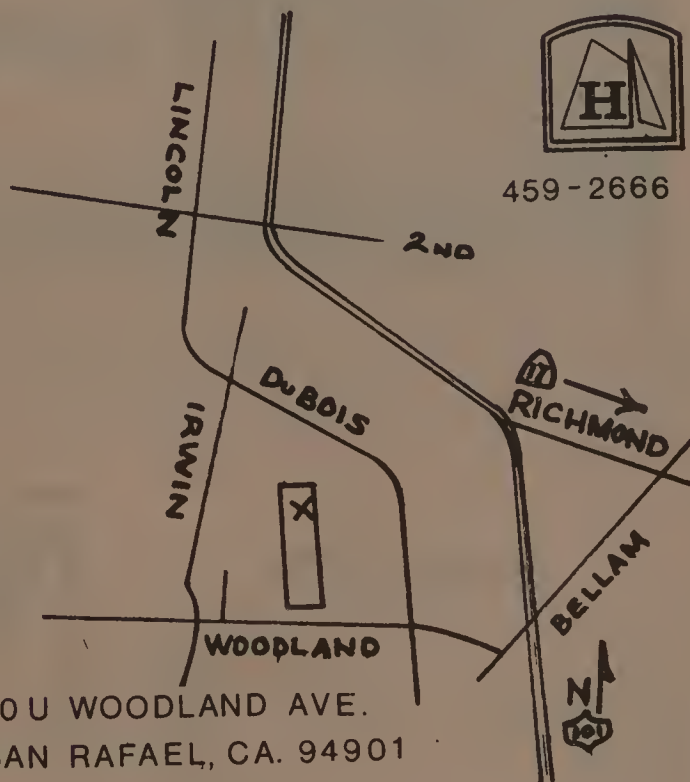
*As we stated previously, the sailing in the Virgins — both the U.S. and British — is perhaps the best in the world. And, if you go directly from the airport to your charter boat, to an anchorage — such as any you've mentioned — things are usually great.*

*But if you folks are recommending Charlotte Amalie as a place to visit, well, we'll just have to part company with you there. Whether Charlotte Amalie is equally or more unsafe than South of Market in San Francisco seems like splitting hairs to us, because why anyone would spend a \$1,000 and their precious vacation time to visit either place is beyond us.*

## ☐ WHERE'D YOU FIND THAT TAPE MEASURE?

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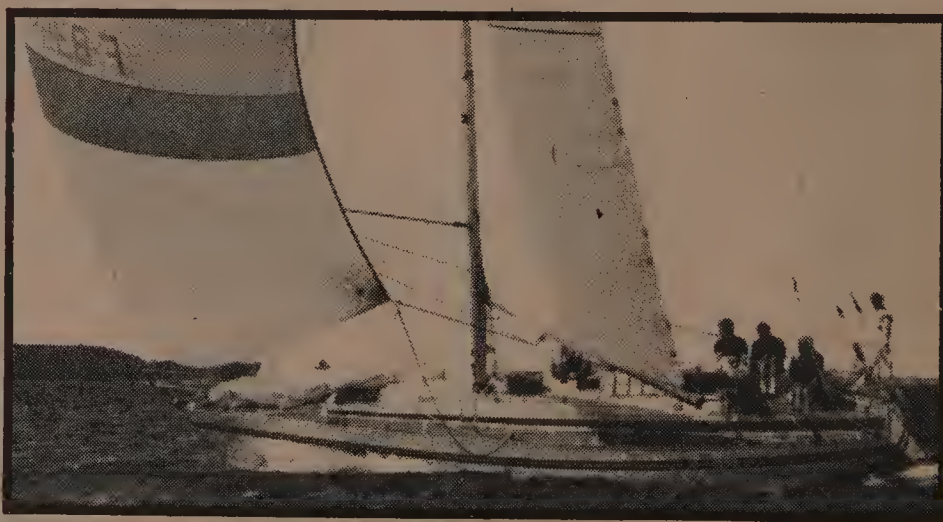
## SERENDIPITY 43

L.O.A.....	42'4"
L.W.L.....	34'5"
BEAM max.....	13'3"
DRAFT.....	7'4"
DISPL.....	17,800#
BALLAST.....	8,750#
BASE PRICE	
FOB FACTORY	<b>\$99,875</b>

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DISPL.....	13,448#
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FOB FACTORY	<b>\$68,550</b>



Thirty-six feet of impeccable Danish craftsmanship, this performance cruiser represents the best of European design and boatbuilding skills. Completely equipped including a private owners aft cabin, the current buying power of the U.S. dollar offers the discriminating yachtsman an unusual opportunity to acquire a fantastic family-oriented sailing machine. *The introductory price includes the choice of teak decks or 2 round trip tickets to Denmark to see first-hand why BIANCA is the toast of Europe.*

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Part #	Boat Size	Telescopes	Inner Tube O.D. x Wall	Center Tube O.D. x Wall	Outer Tube O.D. x Wall	List Price	CMS Price	"Feb Only"
NF 13950	20 - 25'	7-15' (2.13-4.50)	2.00 x .065	1.75 x .065	1.50 x .065	183.75	128.63	91.83

### ADJUSTABLE TWO-SECTION TELESCOPIC WHISKER POLES

PISTON  
INBOARD  
END

PISTON  
OUTBOARD  
END

Part #	Boat Size	Telescopes	Outer Tube O.D. x Wall	Inner Tube O.D. x Wall	List Price	CMS Price	"Feb. Only"
NF 13925	20' to 25'	10'6" - 16'0" (3.20-4.88M)	2.000 x .065	1.500 x .065	231.00	161.70	115.50
NF 13930	25' to 30'	11'0"-19'6" (3.35-5.94M)	2.500 x .083	2.000 x .065	283.50	198.45	141.75
NF 13935	30' to 35'	14'4"-23'0" (4.37-7.01M)	3.000 x .083	2.500 x .083	378.00	264.60	189.00

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# LETTERS

I enjoyed the article in your January issue about "The Rating Game" and suspect it did a fine job in clearing up questions the yachting public might have. I couldn't help notice the inset on page 130-131 showing PHRF and IOR certificates of Richard's Freya 39. About half of the rig dimensions differed on the two certificates, many by as much as six inches. Being familiar with the exactitude of the measurement process of the IOR Rule, I must assume that the data on the PHRF certificate is in error. As an example, the maximum beam dimension at the waterline was 17" too large and actually wider than the beam on deck!

Now I know that the PHRF committee must notice mistakes like this and use the more accurate data from IOR certificates when available, but I can't help but feel sorry for the applicant to the PHRF system who doesn't have a IOR certificate to double check the boat's manufacturer's brochure specs and must sail each race an extra ten seconds per mile faster to overcome an unknowingly bad rating!

Yes, it's \$300 cheaper to measure a boat for PHRF, but why race a \$20,000 to \$100,000 yacht in an inaccurate system? The PHRF committee probably does an excellent job of coming up with ratings with the data they receive, but a more accurate method of "filling out the form" is essential.

Bob Smith, N.A.  
Mill Valley

Bob — We think you're absolutely right.

## ☐ PREPARE, AWARE, AND UNDERSTAND

What an incredible story is "Cabo Catastrophe"! It is unbelievable that so many sailors apparently ignored the dictates of good seamanship and placed so many boats and lives in danger. I suppose the sheer numbers of boats making coastwise and ocean trips lull the experienced as well as the inexperienced into a false sense of security, and contaminate them with that old thought that disaster always happens to the other guy but never to them.

Probably the most common item I find as a marine surveyor in the boats that I survey is the inadequacy of the ground tackle which is necessary to save the boat and the crew in a hard chance such as "Cabo Catastrophe".

Apparently the holding ground, reported as soft sand, was better than most anchorages as a holding ground in which light-weight patent anchors (Danforths, Bruces, plow anchors, etc.) could do their best. Many anchorages have hard bottoms in which the light-weight patent anchors will hold poorly or not at all. An anchor must be able to dig in to hold. In this respect the old fashioned yachtsman's kedge anchor is the best of all. While it is probably true that there is no ground tackle that could have saved the boats at Cabo under those conditions, it must be remembered that the function of ground tackle is to secure the boat against disaster conditions and *not* to be easily handled, however desirable the latter is. Survival in the ocean element requires the highest degree of preparedness, awareness and understanding of inherent dangers.

Could the Fastnet Race, Cabo San Lucas, and the Farallone disasters be trying to tell us all something?

Keep up your outstanding reporting!

Frank E. Bilek  
Marine Surveyor  
El Cerrito

## ☐ LEFT NO ADDRESS, NO NUMBER

Would you be so kind as to send us the address of Brian and In-awa of *Tropic Bird*, King's Legend 41? We read one of your many exciting articles (Changes, Dec. issue) in *Latitude 38*. I have difficulty waiting for your issues.

I have many laughs, tears of despair over Moitessier, and many of our friends who have left us. Don and Susan of *Manana Express*. Heard so many horror stories about them. Until finally last week,

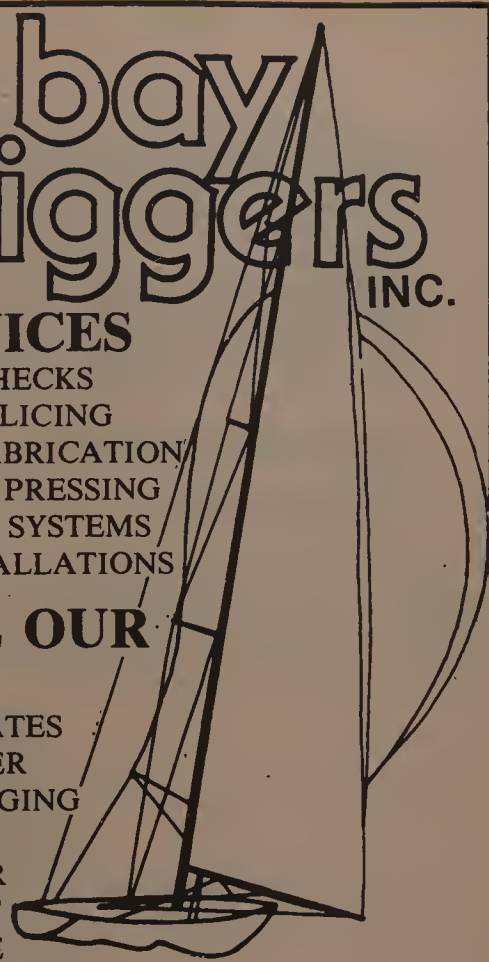
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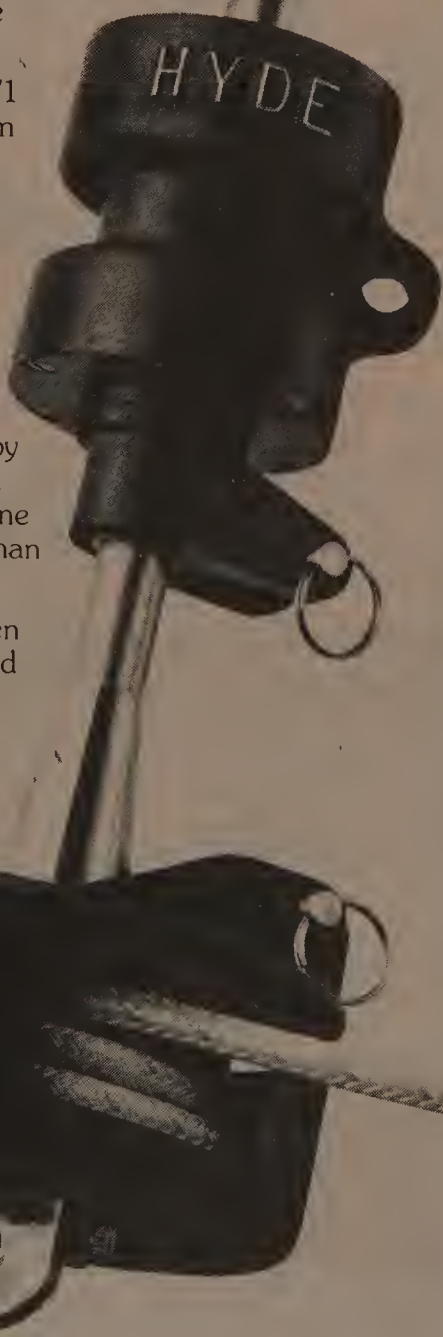
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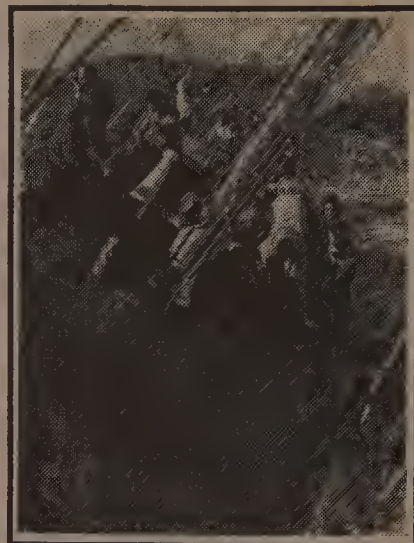
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# LETTERS

bless Derryl's heart for calling us and giving us the good news. *Manana Express* had arrived safely in Costa Rica. It makes my flesh crawl with happiness.

We hope to follow their waves, destination? Spain and France where our heritage comes from. I could like to contact Brian and Inawa for procedure on a Taiwan boat. We have a Mariner 31 and are delighted with her, but would like to have some knowledge of Taiwan boats.

Aurelia and Raoul Michel  
La Gitane  
Coyote Point

*Aurelia & Raoul — We don't know how to reach Brian and Inawa, but if you're thinking about buying a boat in Taiwan, we've got an interesting article for you in this issue.*

We met Don and Susan on *Manana Express* in San Diego, and we're told they hadn't been heard from in almost a month. Having heard stories about this about a million times, we weren't too concerned until we succumbed to the — well it wasn't hysteria, but something close. We hope it's a lesson to everyone to wait, wait, wait, wait, wait before getting too concerned about loved ones who haven't reported in.

## □ LASSITUDE 38, THAT'S GREAT!

You have printed three of my letters in your magazine over the past several years. Published authors should not have to slink down to their harbor master, hat in hand, for their freebie copy of the best sailing magazine around. Therefore, I herewith submit copy probably more dear to your heart: a subscription with money, yet.

Don't change your format, now that you are probably heady with the success of my financial endorsement, fifteen dollars. I love you just as you are, *Lassitude 38*, you are my kind of mag.

Sightings is timely. Interviews are much better, now that people interviewed do not all laugh the same (ho, hah, ho, ho). Some laugh simply as (laughter). Some of your editorializing encourages the mass debating that goes on in your Letters from readers. There will always be arguing amongst sailors though.

Now that I am a subscriber of *Lassitude 38*, can you send it to me in a plain manilla envelope? Some of my neighbors are power boat people.

Roxanne Scholls  
San Francisco

*Roxanne — We had a scintillating interview with a sailing Santa we planned to run, but couldn't, because as you pointed out, we don't do 'Ho, Ho, Ho's' anymore. Besides, Christmas is long gone.*

## □ ONE MAKES THE OTHER BETTER

Your article on Cabo was terribly sad since so many lovely boats were lost, but luckily somehow no lives.

I can certainly appreciate the dream of sailing to the South Sea. I have dreamt it, done it (S.F. Bay to New Zealand), and plan to do it again.

One thing that I noticed in your article, which having been a cruiser did not really surprise me was that you did not mention anyone trying to get out to sea, away from the breakers, by any other means than engine.

Not having been there it is hard to judge, and I am not trying to be critical, but I think too many people tend to motor their sail boats when cruising. They come to rely on their motor instead of their sails to get them out of a tight situation and if that fails, they are lost.

I spent the usual six years getting ready to cruise and lived aboard, sailed the boat, stocked up, and left. It was a wonderful trip. Scary at times, but no major losses.

I have been back quite a while now and have become an active racer — in the Bay, MORA and SF/Kauai. It is amazing how much



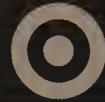
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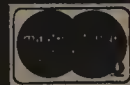
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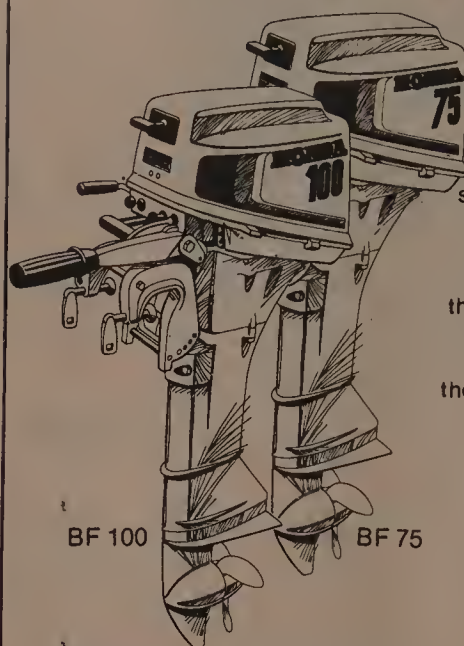
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27' Newport	19,000 ★	36' Schooner Salib	80,000
27' Sun Yacht Perry Finn	24,400	36'5' Pearson Ketch	78,000
28' Triton	17,600	40' Columbia, 1967	45,000
28' Hawkfarm	27,000	41' Columbia, 74 1/2 g sloop	85,000
29' Seafarer, '74	16,000 ★	<b>BROKERAGE, COMMITTEE BOATS</b>	
29' Columbia MKII	23,900	24' Sea Ray	25,000
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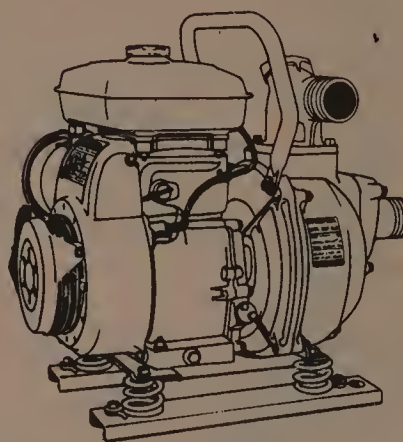
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WA 20

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# LETTERS

racing has taught me. On every issue from the type of boat I would want to cruise in, to the sails, gear needed, etc.

I would feel that anyone contemplating cruising should spend some time racing. Too often the cruising community scorn the "circle sailors" who never go anywhere, but S.F. Bay. One can, however learn more about sails — how to use them, how to trim them, how to reef, and change sails rapidly in a season of hard racing in the Bay than in years of cruising. You also learn how not to use your engine.

S.F. Bay is a great sailing area and a wonderful training ground. If a couple is realistic about those South Sea dreams they can spend their time wisely training here while preparing for their dream trip.

Laraine Salmon  
Oakland

P.S. For married couples — it's a good idea to crew on different boats, and compare notes and experiences later.

*Laraine — It's our understanding that several boats did indeed sail to the relative safety of deeper water during that tragic night at Cabo San Lucas. However, there were at least two boats which had been holding well at anchor that were lost in ill-fated attempts to sail to deeper water. So the results there are pretty inconclusive.*

*But to our minds there is absolutely no doubt that all future cruisers would benefit immensely by racing — and not just in the Bay, but especially the ocean. The racing schedule compels you to sail in all conditions, not just fair weather, so you learn to reef, change sails, and sail your boat to its highest potential, skills that certainly come in handy some dark and stormy night off Bongo Bongo.*

*The net result of having raced before taking off cruising is that you've been through 'it' before, you're sure of your basic skills, so you really are 'cruising'.*

## □HELLO

Thought Craig Junger's article on "Marine Electronics" was excellent. Hello to Craig whom sought help from us when we were the proud owners of our Westsail 28, Maalaea.

Doug Fisher, Pres.  
Wind Works Sailing School & Charters  
Seattle, Wa.

## □CREW LIST SUGGESTION

It sure would help to know the location of the telephone numbers of individuals seeking crew positions. Calling somebody in San Jose to crew on a boat out of Sausalito usually not only makes for no-shows, but adds to the coffers of Ma Bell.

I try to locate individuals close to where my boat is berthed in San Leandro and I find them more reliable.

Hope this suggestion is useful!

Lee Mocker  
San Leandro

*Lee — The front of every telephone directory lists the location of each prefix.*

## □PROBABLE JUSTIFICATION

Here's my 'Want to Crew' listing, together with the (probably justified) five buck charge.

Had a bit of trouble answering some of the categories with an unequivocal 'X'. For instance, I have some mechanical skills, must have, since I more or less successfully maintained my own boats for 25 years on and off. But plenty of times I had to call for help anyway on various problems. So I marked that category 'limited'; list it as you see fit.

And on the question of sharing expenses, I could possibly afford to pay \$200 per month, but it would have to be a real solid boat, itinerary I couldn't resist, skipper and other crew (if any) really simpatico, and a clear definition of what expenses were shared. Port fees? Vic-

## Whether

# WINTER RACING



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## or

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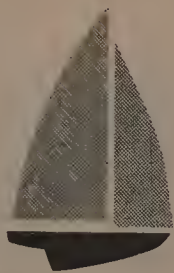


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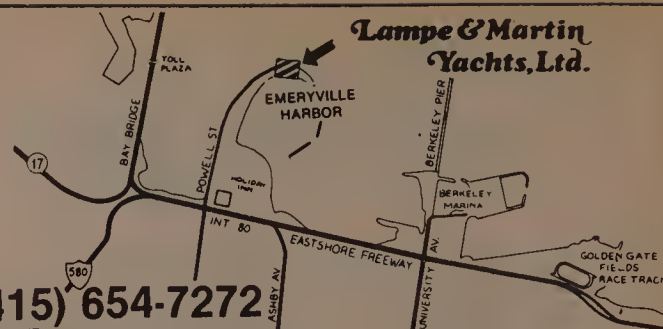




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Pull-Out Double Berth  
Marine Head with Holding Tank  
2 Burner Alcohol Stove  
1 #10 Gusher Bilge Pump  
12volt Electric Bilge Pump  
(2) 90 Amp Batteries  
Anchor Roller  
Insulated Ice Box  
Boom Topping Lift  
Split Back Stay  
Fire Extinguisher

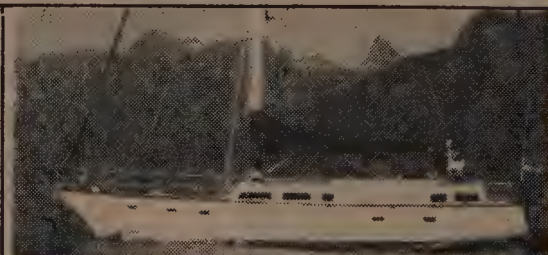
LOA: 26'9" LWL: 22'2" BALLAST: 38%  
BEAM: 9'6" DISPL. 5,200# SAIL: 325 □'



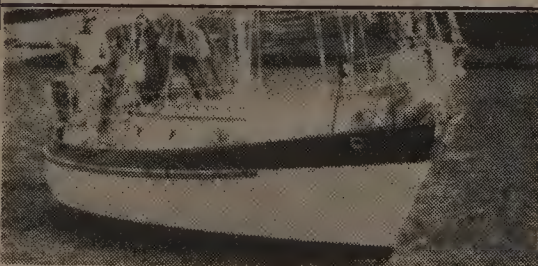
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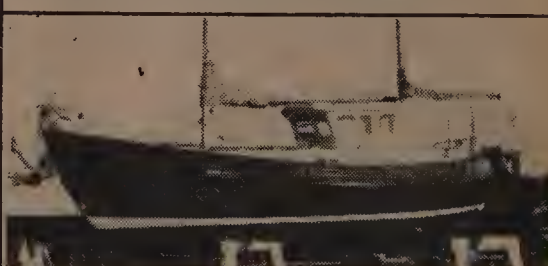
**48' 1980 MAPLELEAF** Center Cockpit Sloop. Teak decks, 4 kw gen., radar, A/P, workshop, too much to list. Call for appointment. **\$215,000.**



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PASSAGE 39**

**ALOHA**

**SELECT  
BROKERAGE**



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**We can prove LeechCut #1 genoas are faster.** In a nutshell, LeechCut construction works because NorLam's tough, crimpless warp fibers line up with the sail's heaviest loads. With stretch under control, we can build our #1's fuller and faster for light air, and absolutely know the shape won't distort as the breeze comes in.

**If you're not racing with a LeechCut #1, you're splitting tacks with the winners.** Should the technicalities of LeechCut construction not impress you, ask a few thousand winners what they think. Question 9 of the top 10 Admiral's Cup boats about their fuller, more powerful light air shapes. Check on how 8 of the top 10 boats in the MORC Internationals feel about a leech that doesn't hook and backwind the main. And see what every U.S. and foreign 12 Meter has to say about pointing higher and footing faster.

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# LETTERS

tualling? Repairs? etc. So list this as a positive answer, and I'll make my own negotiations with any skippers who contact me.

Anyway, your Crew List activity is welcome; I look forward to making some good contacts and passages as a result.

Many thanks.

Miles L. Merians  
Sausalito

*Miles — The questions you were asked to fill out as part of the Crew List application were just meant to be the roughest of guides, all that is really possible given the space limitations. Virtually all details are meant to be worked out once the basic connections are made.*

## □ TAKE NOTE, COMMISSIONER OF COMMERCE

I just moved to the west coast from St. Thomas, U.S. Virgin Islands, and picked up a January issue of *Latitude 38* in a lovely book shop, the Island Hunter, at Ventura Harbor.

I have really enjoyed your publication, but was especially interested in the letters pertaining to St. Thomas. I've lived on St. Thomas since 1976 and had a sailboat there all that time, which I lived aboard for several years. I could write a book on the pros and cons of sailing in the Virgin Islands, but you summed my feelings up quite nicely with your statement that "the U.S. Virgin Islands have perhaps the greatest sailing and worst social conditions in the world."

Most of the unfortunate incidents in the boating community, including one of my own which caused me to move off my boat, do not make the papers and are not a matter of "public knowledge".

Marijane Evans  
Port Hueneme

## □ PAY UP, SOMEBODY

You might be interested in knowing that each month I mail a copy of your great rag to my son in Fukui, Japan. After he and his roommate read it, they pass it on to some Australians living there, then it goes to the Yamaha dealer and his friends, then it goes to Osaki, Japan, where a boat dealer examines the ads, then . . . somebody owes me \$5/month!

John North  
Fairfield

## □ SUBJECT: "CHINESE JUNK OWNERS"

I am trying to locate owners of a forgotten class of sailing boats, the "Chinese Junk". The "Chinese Junk" has sailed the Orient and the world for centuries, yet in this country it goes unnoticed. I am compiling information on Chinese Junks, in particular those in the U.S. It is estimated that well over forty are on the West Coast, presumably shipped from Hong Kong in the 50's.

I would appreciate it if you could print my request for help. I would like to hear from anyone owning or having owned a Junk. I would also appreciate any referrals for leads. The information I need is size, beam, construction, builder, year, etc. A sketch of the interior and exterior is needed. Photographs would be ideal, and all photographs would be copied and returned.

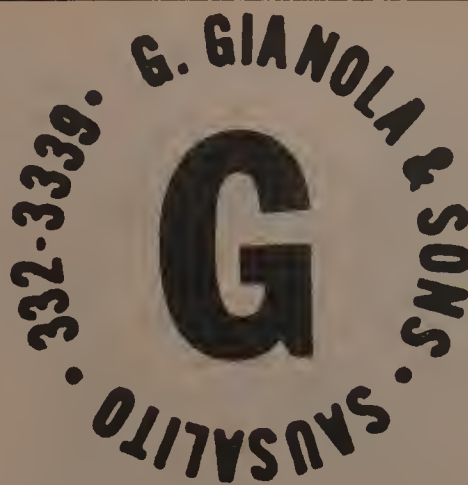
Please have interested people contact me at P.O. Box 1109, Coronado, CA 92118. I cannot thank you enough for your help.

Haroline Harris  
Coronado

## □ PEARL HARBOR REVISITED

As the owner of a boat involved with "The Pearl Harbor of Cruising" I would like to complement on your fine coverage. There was a lot to learn from this, from types of ground tackle to types of insurance, or lack thereof.

Our primary bow anchor, a CQR 35#, held with such a tenacity that the 15,500# 3/4" "Super Blue" didn't hold together. According



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**2nd Place — Phil Jones (Sail Cover)**

**3rd Place — John Balinski (2 Duffle Bags)**

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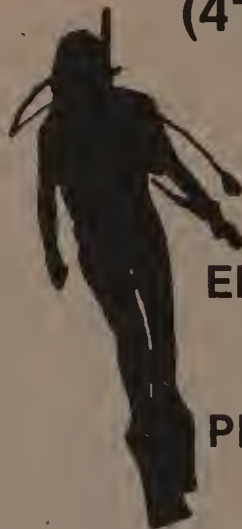
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# LETTERS

to the surveyors on the scene, nylon whew subjected to a sharp bending and shock load at the same time will heat and weaken at the instant of the load, losing much strength.

The skipper, Don Verley, reported that they were riding well until approximately midnight when a very sharp breaking wave caused the boat to pitch up at least 45°, breaking the bow anchor line. They were able to raise a double-reefed main and mizzen and sail off the beach only to be drug to a complete stop by anchor lines fouled on the prop shaft. Following a collision with a boat at anchor they went right back to the beach, this time to stay. Time approx. 0030.

Possibly you can verify the "nylon heat build up theory" and if valid, do a story.

Bob Hume  
Owner of *Dancing Bear*  
Dana Point

Bob — That's a very interesting question you raise about the characteristics of nylon. Hopefully one of the knowledgeable folks in our audience will be able to comment on it. It would probably be helpful to know how much line was out (and chain), and if the line was adjusted periodically so all the abuse wasn't absorbed in one small area.

We find your question all the more interesting because one of the biggest lessons we learned from the tragedy is that chain is far less able to cope with shock loads than nylon — as seen by the fact that several boats ended up on the beach as a result of their anchor chains snapping.

Despite the snapping of your 3/4-inch nylon, we're going to make sure we always have a 'shock absorbing' length to keep such big loads from being put on the much weaker chain.

## □ IS BIG REALLY BETTER

Your article "Rating Game" (Jan. '83) has brought to mind some conflicts that you haven't touched on. Specifically small IOR boats. I think your article is a good example of the bigger is better thinking that is prevalent in the USA right now. When you mention the fine local IOR fleet you speak of the large boats (2 tons and over). The Bay, in fact, has one of the largest and the best small boat IOR fleets in the country.

Sometimes the IOR organization in the Bay forgets that boats less than one ton can also race IOR, a practice that is popular in Europe but not in the U.S. A member of the ITC has expressed this thinking when 'unofficially' he said, "Nobody is interested in small IOR boats". Unfortunately in the USA this seems to be true, particularly with the press.

David Mancebo  
Marine Designer

David — We feel it's our responsibility to publish not only the obvious stories that sailors want to read, but also report on equally noteworthy but perhaps less well-known endeavors such as small boat racing under the IOR rule. And, to make such subjects interesting enough to attract the interest of all sailors. To date we've missed small IOR boats and will try and correct that in the future.

But if we were to be brutally candid, we'd have to say that the "member of the ITC" was only a little bit off the mark. What he should have said was that, "Nobody is interested in small IOR boats — except for those who race them". And while some might argue that nobody cares about them because nobody hears about them, we suspect the real reason is that most Americans really do equate bigger with better.

## □ IN IT FOR THE MONEY — AND THAT'S O.K.

I must take exception to a few points made in Max Ebb's January column, "In Transit". As a long-standing member and admirer of the Cal Sailing Club, I share with Max an enthusiasm for its benefits. However, I am also the operator of one of those private-relatively

From Canadian Craftsmen

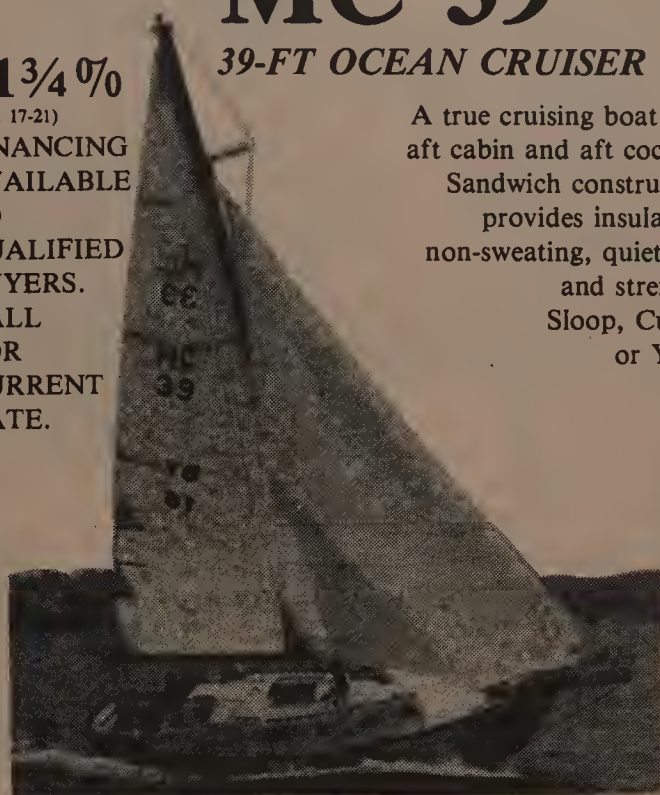
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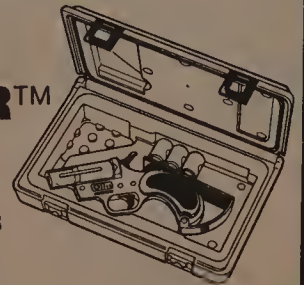
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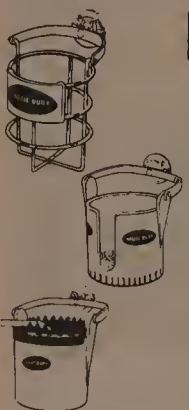
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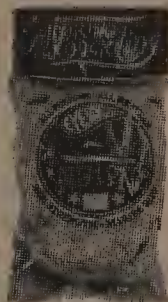
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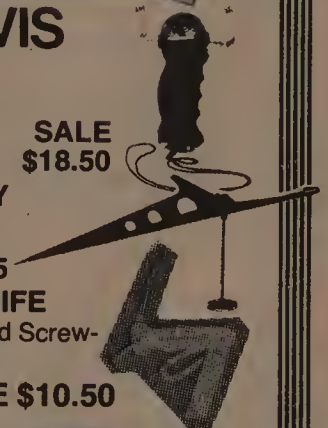
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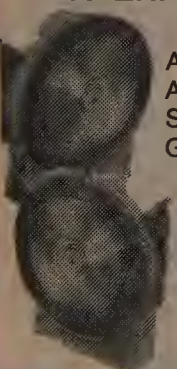
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# LETTERS

expensive-sailing schools on San Francisco Bay that teaches beginning sailing on 30-ft boats. I do this because I believe it is right.

Traditionally, one learned to sail in very small boats. Also traditionally, sailing was not a popular sport, but an activity in which only an economic, athletic, or spiritual elite engaged, and initiation occurred at a young age. This is no longer the case. It is appropriate for a child to learn to sail in a very small boat. It is not appropriate for a middle-aged couple or family, especially in waters where the temperature can bring about shock, heart failure or even death by an unexpected dunking.

Modern 30-ft boats are quite responsive and capable of conditioning a sailor's response without inhibiting the student's learning ability with fear of capsizing. I agree with Max that in order to become a really expert sailor one should sail in small boats, and I have J/24s in my fleet of training boats for that purpose. But I do not agree that that experience should necessarily come first. Once the mature student has learned basic sailing theory and technique in a comfortable and relatively stable environment, i.e., a thirty footer, they are better prepared to take advantage of what a small boat has to offer.

While I'm on the subject, let me add another point in favor of the private sailing school. We are in it for the money, and competition dictates that we provide good services. At the non-profit sailing club you will find skippers who seem to derive more satisfaction from belittling their crew than from the smart handling of their vessel. This type of individual will not last long in the business. Indeed, the experience of being taught sailing basics by a competent professional can provide a model by which you can more reliably judge the qualifications of future prospective skippers.

Fair winds . . .

"Golly wobbler"  
Alameda

*Gollywobbler — We encourage our writers to express their own opinions so that the magazine doesn't become excessively small-minded and boring. So while we always respect what fine writers and sailors like Max Ebb have to say, we don't always agree with them.*

*Such is the case in the situation you're referring to. We too are members of the Cal Sailing Club, think it fills a real need, and proudly carried the burgee when we raced to La Paz last year. Nonetheless if the 'average' hard-working 25-year old man or woman approaches us asking how to get introduced to sailing, we invariably direct them to a school like yours.*

*Like Max we think that sailing small boats is the best way to learn to sail well. However, like you, we don't think sending someone on the Bay in a dinghy is a good way to let them see if sailing really appeals to them. Once they've gotten their toes wet in a nurturing environment, they can follow their own interests to big boats, small boats, racing, cruising or — heaven forbid — power boats.*

## □ CAT'S COOL

In your November issue Andrew Urbanczyk's article includes a picture of his cat sitting on the boom with Honolulu in the background. I am interested in knowing if he was able to keep his cat on board during his visit to Hawaii or if he had to place the cat in quarantine for any of the period.

We have a live-aboard cat that we would like to take cruising with us to Hawaii and Alaska but have heard that Hawaii has very strict animal regulations requiring cats to be placed in quarantine for three months after arrival in Hawaii. If Urbanczyk found a way around this regulation, I would appreciate knowing his solution to a very serious concern of ours.

Thanks for any information you can provide.

J.B. Verdick  
Los Angeles

B.J. — Andrew tells us that the quarantine for cats is only if you

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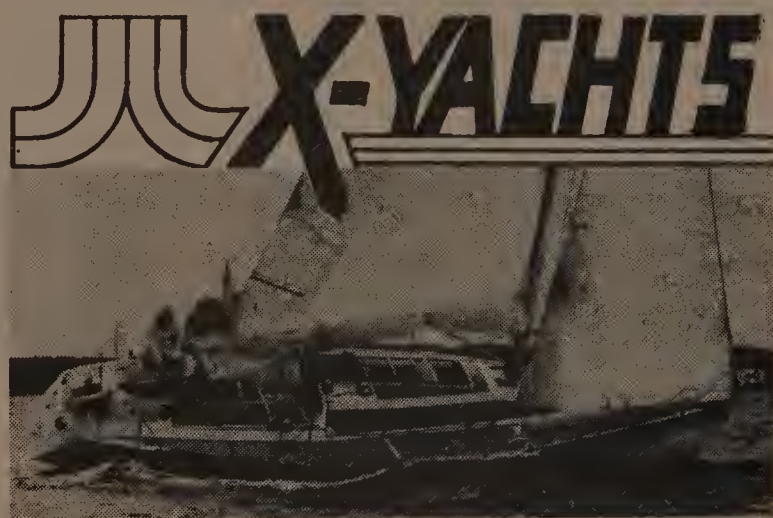
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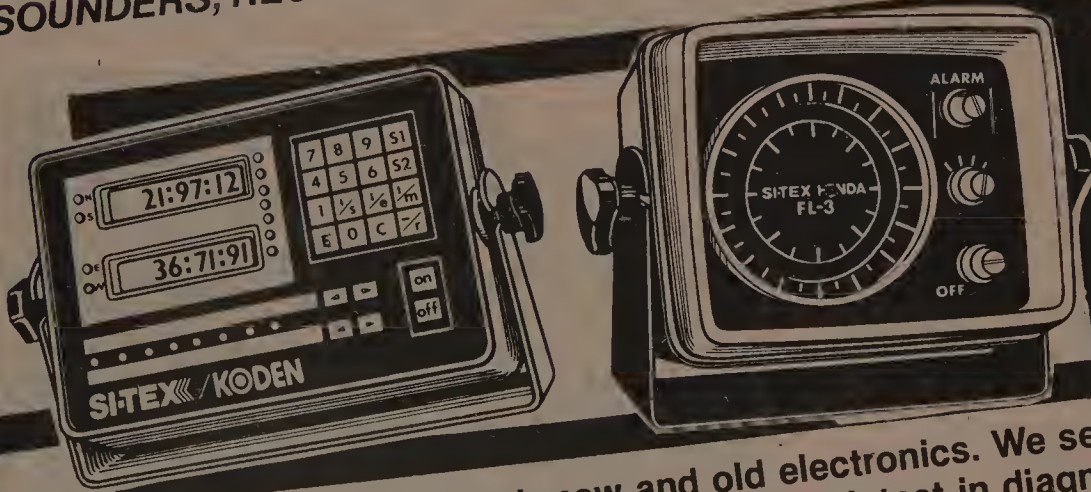
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# LETTERS

plan to bring your cat ashore, say if you were going to visit for an extended time or move to Hawaii. As long as you agree to keep the cat onboard your boat during your stay, there is no problem.

## □ CABO CATASTROPHE — VOLUME 67

Above referenced article was about as accurate and comprehensive as could be expected considering all of the circumstances attending the Big Baja Beach Party on December 8th. However, I was not one of those interviewed by your editor, and I want to add some amplifications to your story:

1. Our Hans Christian 36 *Dans'l* arrived in Cabo San Lucas on December 3rd, following three consecutive days of 35-45 knot westerlies on our final leg in from Guadalupe Island (we always go way out to sea when sailing to Cabo in order to stay clear of the shipping lanes). During those three days the Aries wind vane was knocked off (we grabbed the steering lines just in time), rigging was damaged and our VHF became inoperative. Consequently, as we rounded Cabo Falsa, we aborted our original plan to make straight, non-stop, to Puerto Vallarta; and we opted to duck into Cabo San Lucas for a little R&R for both the crew and boat — ho! ho! ho! Bernard Moitessier came in right behind us, and I would venture that any other boats which arrived between the 2nd and the 6th were pooped out, and were looking for asylum. In any event, there were some of us still trying to get seaworthy again when the monster hit.

2. Following is more detail on the circumstances of *Dans'l*'s going on the beach: we were holding just fine, directly behind the large schooner *Elias Mann*, when at about the mid-point of the storm *Moon Fleet*, which had come in late afternoon and anchored to starboard of us, made her move to break out to sea. In the crazed seas which prevailed by now, she somehow wormed herself in between *Dans'l* and *Elias Mann* — first crunching down on the latter's stern, and then backing down on *Dans'l*. At this point it appeared prudent for me to let out about 30 feet or so of bow chain to give *Moon Fleet* more maneuvering space albeit dropping us back just that much closer to the shore. Eventually, I believe around 1100 hours, three large waves in a row broke on *Dans'l*, causing her to broach, ultimately breaking loose our anchor. Your article was incorrect in stating that our engine was killed (as a result of breaking waves and/or broaching) — our VP MD3B was cranking out 2500 RPM all the way to the beach, at which point I carefully pulled the kill switch and turned off the ignition (I was naive enough at that point to think that I would need the engine next day when we came back down to refloat her!).

Presently my wife Dana and I are happily ensconced in a comfortable condominium in Cabo San Lucas, from which we have a splendid view of the harbor and the antics of all those silly yachtsmen, coming and going.

As of this writing I am in San Diego shopping for the boat which shall be christened *Dans'l II*, in order that we can rejoin all those silly yachtsmen as soon as possible.

Thank you for your attention.

Bob Bundy  
*Dans'l* (ex)

P.S. Cabo was our first stop on a three to four year cruise to Europe. We were able to salvage the beautiful courtesy flags of the 20 or so nations we had planned to visit. We don't want to waste these, so plan 'A' is still in effect — with possibly a one-year delay.

P.P.S. Sorry for this hand-written effort, but our typewriter did poorly in the surf — damn those Smith-Corona people anyway.

Bob — Thanks for the clarification, and we're glad to see you're charging on.

## □ DISASTER AT CABO SAN LUCAS, DECEMBER 8, 1982

No doubt there will be many stories written about the disaster that claimed 28 vessels at Cabo San Lucas December 8, 1982, however I

## Rigging Cutter



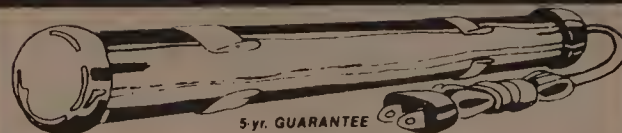
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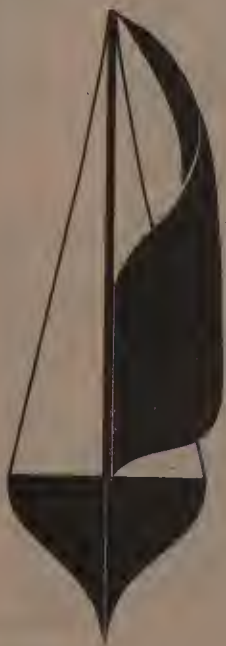
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# LETTERS

feel we have a few important perspectives to share. We saw the selfishness of the boaters involved lead to their inability to make decisions that literally would have saved their vessels; the incompetence of the Mexican Government authorities in dealing with emergency situations which promoted confusion and theft; and (the most criminal dimension) the insurance companies lack of timely response and unprofessional behavior of their representatives on the scene, leaving owners helpless.

Addressing the first point: at 4 p.m., before the danger became apparent but after the swells began to build, three yachts from Marina



LATITUDE 38/RICHARD

Anahita II.

del Rey slipped into the inner harbor where, in calm water, they made no attempt to communicate their safe condition to the boaters on the outside. Four days after the storm, boat owners were still unorganized and unable to approve offers made over the Ham radio net of trucks, food, clothing, and salvage capable vessels because of their fear of having to pay for any of it. Other boat owners became paralyzed by the thought of doing anything before their insurance agents announced approval while they watched the waves eat up their lives and future. Worse still were those who were not insured but hoped they might be, and so refused to even attempt a rescue of anything but personal items. Probably most revolting was the general alcoholic reaction to the event that immobilized the 'yates' from helping others with their plight. Everyone wanted to tell their story, yet refused to help others.

Our second point addresses the Mexican government. We all know that while in Rome do as the Romans do, but when the port captain orders all owners of shipwrecked vessels to stack their salvaged goods and await permission for removal and at the same time makes very little attempt to stop the stealing and selling of stolen items, something is wrong. And so, too, for the military who would blindly stare at the robberies by the locals and a minute later stick a gun in your ribs for trying to save what was left of your home.

Lastly, we found those who were calling themselves insurance surveyors, representatives or agents offering dollars for salvage parts they needed for their vessels, or just delaying decisions that would have allowed the owners to rescue their vessels.

As sailors who lost their floating home in that storm in Cabo San Lucas we know the experience was a frightening one, but we cannot understand the behavior of those who had something to save and refused to do so, or of the ones that would only help themselves.

Grace and Barry  
Aboard the now deceased Anahita II

Grace & Barry — A lot of what you don't understand makes perfect sense to us.

For example, it is against the law for American insurance com-

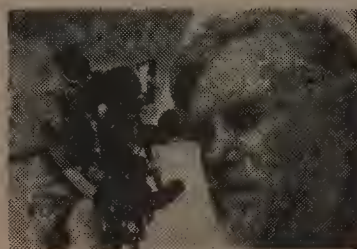
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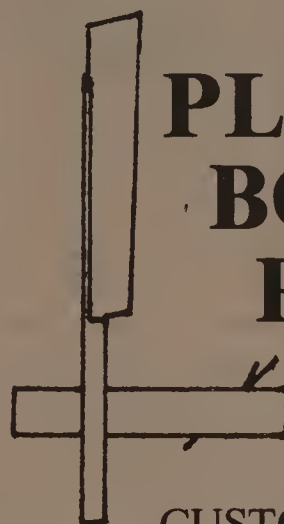
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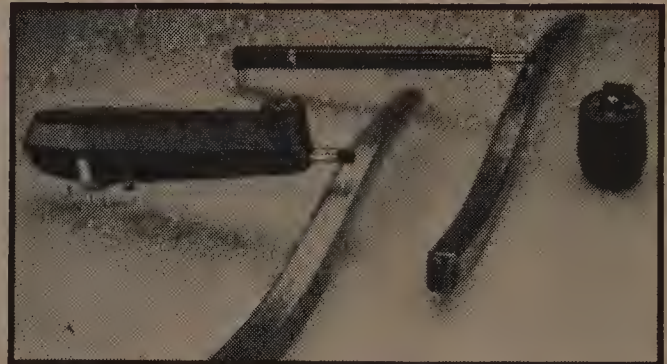
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Do You Prefer the Luxury of the Boat Steering Itself Head-to-Wind as You Raise the Sails . . .  
Or the Necessity of Scrambling from Deck to Cockpit to Make Constant Adjustments?

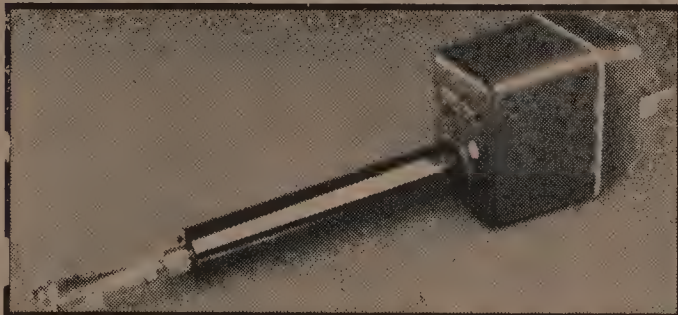
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# LETTERS

panies to send American adjusters down to Mexico to settle claims; they need work permits first. Those with experience in Mexico will tell you that the slow, diplomatic way is usually the fastest, and to have let expedience run roughshod over Mexican law would have been to invite endless trouble and delay. To a go-go American this may seem the height of absurdity, but you're dealing with not just a different place, but a totally different culture.

And what about the four boats that "slipped" into the inner harbor. Would it have been prudent for them to suggest that other boats also come in when it was already too crowded for safety? And suppose they had told you it was fine, you came in, then the swell shifted in direction and made the inner harbor a death trap. Would you then consider them to blame for that? Every boat has a captain, and it's the captain's responsibility — nobody else's — to see that his boat stays out of trouble.

There was some theft, and the Port Captain was recently seen rowing around in Ayorama's tender, and the marines weren't the most vigilant in preventing petty theft. But for what we've heard it wasn't that bad. If you want to see genuine looting and lack of police cooperation in preventing it, you should see what's happened when boats have gone on the beach in northern California.

Obviously there were some problems, as is the case in any disaster, but the picture you paint is far darker than anyone else's we've heard from or talked to.

## □COME ONE, COME ALL

At this time I would like to thank Latitude 38 for their help in making Pt. San Pablo Yacht Club's Flea Market in 1982 the success it was.

This will be repeated in 1983 on March 12, beginning at 0800. There is no charge for admission, and the coffee is free. Please bring your own tables. And yes, there will be dogs and drafts available for a slight fee. Come one, come all.

Latitude 38, we love you and your wonderful sheet.

Mike Gail  
Rear Commodore  
Pt. San Pablo Yacht Club

## □J.P. CALL HOME

As an alien resident of the U.S.A. and also a boat owner, I can appreciate the problems the New Zealander had with U.S. Customs.

Not so many years ago I had problems by not being allowed to operate a V.H.F. radio in a boat. Through the help of BOAT/U.S. and lots of other aliens (most Canadians) a law was passed allowing aliens to hold radio licenses.

The enclosed letter from BOAT/U.S. says they are at present trying to modify the regulations on U.S. Custom policies. I suggest anyone with problems drop them a line.

Appreciate Latitude 38 very much.

John Padley  
San Mateo

The address of BOAT/U.S. is 800 S. Pickett Street, Alexandria, Virginia 22304. BOAT/US is a private company that also lobbies on behalf of boatowners — kind of a weird animal. It is in no way connected with B.O.A.T., a California non-profit organization seeking to protect the rights of California boatowners.

## □POLIGAMAST

Hello L-38 staff. I wrote you a letter but ripped it up. But the bottom line was, you have the best sailing publication around. I enjoy reading your magazine as much as I enjoy sailing one of my six sailboats.

• Keep it up.

Darryl E. Coe  
Redwood City

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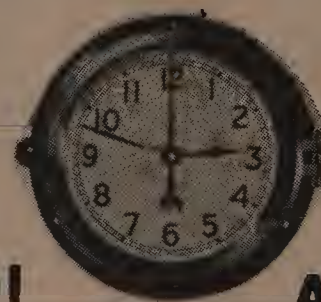
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# LETTERS

## □ STORY BEHIND THE STORY

In an August 17, 1982 cover story (*3 Children Die As Their Raft Capsizes*) the *San Francisco Chronicle* graphically depicted one instance of Dennis Greenberg's extraordinary contributions to Bay Area boating safety. What it didn't point out, however, is that his daring rescue of young Margaretti Evans is merely the latest in a long list of equally meritorious rescues he has performed as a dedicated Coast Guard Auxiliarist, which has earned him the respect of his patrol colleagues while turning the Auxiliary Brass green with envy.

As a member of the Auxiliary, the voluntary civilian arm of the Coast Guard, under normal circumstances Dennis' effort that Monday would have earned him a sure nomination for a life-saving medal.

But the "story behind the story" is that Dennis most probably will never receive any form of Coast Guard recognition for this most recent act of heroism! For you see Dennis' conspicuous Search and Rescue accomplishments (27+ lives saved, 500+ boats assisted) have provoked the wrath of the 12th District's top Auxiliary Brass who apparently value military-style costuming and hobnobbing with regular Coast Guard officers over the cornerstone activities upon which the organization was founded.

The most recent acts of persecution perpetrated upon Dennis by an omnipotent Auxiliary District Commodore, jealously crusading to deny Bay Area boaters one of their finest Search and Rescue facilities, have included trumped-up charges of misconduct, "investigated" by an improperly convened Board of Inquiry which saw fit to emphasize sour grape character assassinations over input from the Division Vice Captain and National Operations Officer, who weren't even called to offer testimony! When this Commodore-appointed "kangaroo court" degenerated into a scarcely veiled attempt to "get Greenberg" (which failed to satisfactorily counter charges of an anti-Semitic bias) the Regular Coast Guard was forced into the fray.

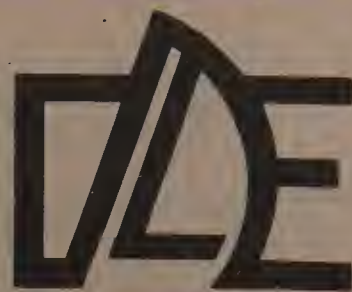
Their embarrassment at having to mediate what should have been an Auxiliary-only matter, turned to disgust when an inquiry found no basis to sustain charges of any wrongdoings on Greenberg's part, but *did* uncover less than neutral conduct on the part of those staging the witch hunt.

Without official exoneration, Dennis continues to be denied his well-earned right to perform patrols under official Auxiliary orders by a vindictive Auxiliary Commodore pursuing a "him or me" strategy and a Coast Guard Director of Auxiliary unwilling to face up to an Auxiliary Commodore for fear of jeopardizing his military career. One can only imagine how many additional persons could have been saved had Dennis been allowed to operate under official Patrol status with a full Search and Rescue crew aboard.

Robert M. Peterson  
Novato

## □ AU PETITE CONTRAIR

I very much enjoyed the marine electronics primer (part 2) article by Craig Jungers in your Jan. 1983 (Vol. 67) issue. I am glad to see that handheld computers are at last receiving some recognition. When discussing the hand-held computers such as the Radio Shack PC-1 and PC-2 (or the Sharp PC-1211 and PC-1500), Mr. Jungers states that these computers lose their memory when turned off — *Au Contrair!* One of the greatest advantages of these computers is that they retain both programs *and* data when powered off. Data, such as accumulated LOP's, last fix location, last DR location, etc., are retained when the machine is powered off. At least one implementation of these computers (CAN-1, Computer Aided Navigation, by Alpha Associates, 2nd Avenue, San Francisco) makes extensive use of this fact — who wants to re-key data already known to the computer, even if entered hours ago. As implemented there, the cassette tapes principally hold the programs and can save navigation data on



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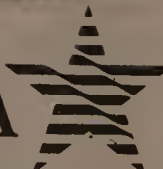
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# LETTERS

tape if you want to use the computer to, perhaps, derive a mortgage schedule and later return to navigating (but why would you want to do that?).

The PC-2 (PC-1500), supporting 10K of user memory, can readily hold the needed functions of celestial navigation and the data used while progressing on a course, and have both the accumulated data and programs available at the next power-on.

Jack Halcom  
Orinda

## □ CREW & CRASH

Thanks for the Crew List. It has served me well these last few seasons, and the five bucks is money well spent (especially since my girl friend paid . . . don't suppose she's trying to tell me something???)

The only problem is the experience level. Where does over six full seasons on seven types of boats, but only minimal ocean experience fit? For a while there I was racing three days a week all summer. Definitely more than level #2, but level #3, with ". . . bunch of ocean."? Possibly some adjustment should be made next year?

One question: What's the policy concerning behavior after a collision. I've been involved in two port-starboard (us on starboard) incidents, one which left us heavily damaged, and essentially helpless. Both times the other boat sailed away without so much as a "sorry". Somehow I don't feel this is the accepted procedure.

Anyway, thanks for the opportunities your Crew List has provided.

John Thomas  
San Anselmo

*John — We could have had a 100-page Crew List application form, but it still would have lacked the precision everyone seems to be looking for. Which is why the Crew List party is such a good idea, giving everyone the opportunity to explain the details of their experience, qualifications, desires, etc.*

*In regard to collisions in which one boat might be disabled, "sailing away without so much as a 'sorry'" is not only not the accepted procedure, it's against the racing rules. Do it once and you can get your ass thrown out of a race; do it twice and you can get your ass thrown out of racing altogether.*

## □ CLASSY CLASSIFIED TESTIMONIAL

Jane and I have a Merit 25 that we started racing last season. Unfortunately work has interfered with racing, and we missed quite a bit of the season. Hopefully, 1983 will be different. We did race in the M.O.R.A. San Francisco to San Diego race and had a great time. Our crew consisted of Mike DeVries, Chris Peterson, Doug Paine and myself.

In August Doug and his wife Connie moved to San Diego so that Doug could continue his education. In September Jane and I went to Florida to work for six months. (We left our boat high and dry and unattended. I understand that Chris goes by periodically and rubs her belly and tells her that soon she'll be in the water again). Anyway, another friend of ours sends us copies of *Latitude 38* so that we have some contact with the real world of sailing.

Yesterday we received the January copy and who do you suppose I read in the "Classy Classifieds"? "Doug Paine, where are you? You and your lovely wife, Connie, left and we know not of your whereabouts. Chris and Mollie (that's her dog) would like to hear from you. Those knowing of his whereabouts — pass this on. Thank You." Well, being in Florida, knowing that Doug's in San Diego and that Chris is in Oakland, I called Chris and talked to her answering machine and left her the answer to her ad. To make a short story long, your "Classy Classifieds" really get results.

All of the above dribble has now led to the enclosed Crew List ad.



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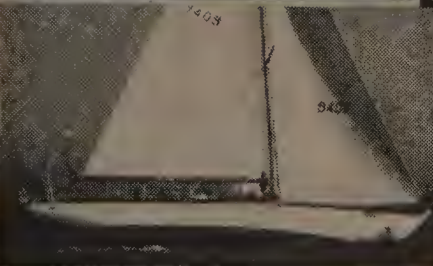
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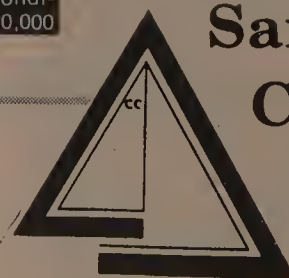


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# LETTERS

Since Doug is no longer a Bay Area resident we are looking for some other good souls to sail with us in M.O.R.A. The boat is well equipped and a lot of fun to sail so we are really looking forward to leaving the Atlantic and returning to the cold Pacific to do some serious/not so serious sailing.

I am planning on going over to St. Pete to see what the S.O.R.C. is all about. It will be interesting to follow *Scarlett's* progress in the series.

Ron Landmann  
Ponte Vedra Beach, Fla.

## □END-FOR-END

You seem to take such glee in quoting Walter Greene's reaction to finding himself upside down in a tri of his own making. (Named, by the way *Tele-Sept-Jours* not *Gonzo*. Perhaps a too eager journalist asked someone what's that boat and heard "She's a gonzo!"). I suspect Walter was more surprised with a child of his own than anything else.

Anyhow, the subject is available in total from Charles Chiodi in a nice little book called *The Capsize Bugaboo Book*. In the interim of your reading it, here are a few solutions to the "Stability II" problem along with comment to suit.

Basically, the approach to right a big multi side over side simply will not work. One rights them end-for-end.

Secondly, a mast head float is quite dangerous as it leaves the deck as useful sail area. The tilted yacht will sail away from the swimming crew faster than they can get to her and you can easily see how disheartening that might feel.

Thirdly, it is completely possible to design a yacht which will right herself unaided. It has been done full scale on a 36 foot cat, and you or anybody else can buy its clones from Derek Kelsall.

So: There are two systems for righting your still floating multi. These are: 1) Kelsall/Ulrich self-righting which is built in to the boat; 2) Ruiz righting system which requires a bit of crew work.

I think that a 1983 or newer ocean boat should have 1. backed up by 2.

I've included some copies out of Charles Chiodi's excellent magazine which will give you some ideas. In brief:

Kelsall implemented, and Ulrich designed a system in which the shape of the deck and house on a yacht is inherently unstable when inverted. This coupled with a forebeam which has enough displacement to float the yacht and floodable tanks in the bows gives a yacht which rolls right over her bows and returns to upright simply by opening the tanks.

The Ruiz system is simpler but requires carrying the requisite gear. From the deck of your inverted yacht one rigs an "A" of two spinny poles, or a guyed single pole. To the end of that one hangs a large bag (one made of a big tarp would do), runs a sheet aft to a winch and proceed to a try to haul the bag aboard. What happens is that the yacht will roll over her bows because the bag is too heavy, and the skinny bows haven't enough buoyancy to fight it.

In both systems what happens as she stands up on her nose is that the center of gravity is alongside the center of buoyancy due to the fact that the boats float on the forebeam/deckhouse and the weight is in the hulls, several feet off center. Once up on their noses they just naturally prefer to slide around right side up.

This is not achieved with a great splash/crash, but rather more with a gleeful sliding roll around to "Stability I" (i.e. with rig pointing skyward).

With a modern boat fitted and designed to take advantage of both 1. and 2. one is not only safe enough to go to sea, one has the opportunity to be a bit silly racing given an ept, aware and awake crew. The twenty minutes required to re-right the boat can easily be won back in the speed differential achievable by carrying a bit more canvas in advantageous conditions.

It's never bothered dinghy sailors to dump a boat in the heat of

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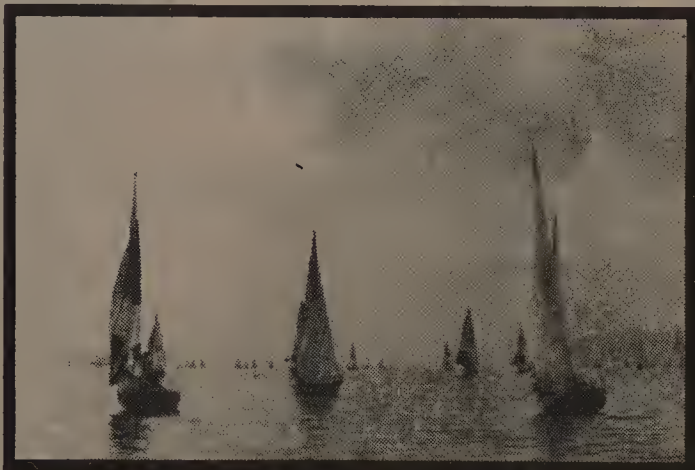
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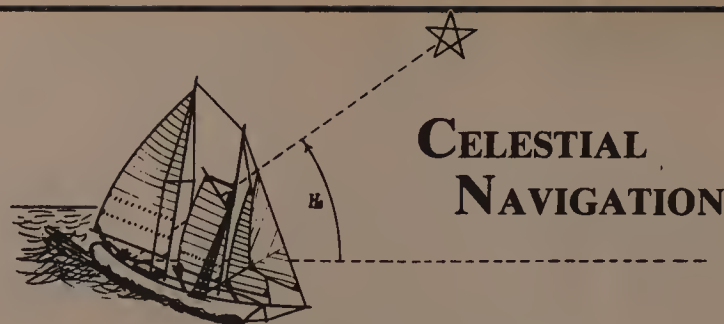
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# LETTERS

competition. There's no reason they shouldn't enjoy the same freedom when they go to sea. All that's required is good design and safety equipment to back it up.

As always, thanks for a completely enjoyable and excellent magazine.

Charles Beyor  
San Francisco

Charles — We take no glee in the fact that Walter Greene had to be rescued from the Atlantic or that a well-known trimaran had capsized. In fact it fills us with the same concern as did the sinking of a Alden designed 58-ft Boothbay Challenger monohull a few months later during an unsuccessful attempt to sail across the Atlantic.

The Greene incident however was not without humor, in the fact that both Yachting and Multihulls were both quick to claim Greene as a supporter for their totally opposite views regarding the safety of multihulls offshore. We like that kind of stuff, it's funny.

Now we're not about to tell anyone they should or should not go to sea in multihulls, but we do have a little bone to pick with people who demonstrate 'self-righting' systems. Somewhat understandably all the demonstrations are conducted on flat water under ideal circumstances. What would impress us is if some inventor righted a fully loaded multihull during moderately rotten conditions with a decent sized swell running. We'd be impressed.

## □ DEAR DAD

Do you know the mate George Vare? Well, I would like to say thanks to him for the help he has given me. He has guided me with my schooling, my sailing, and my life. From what I've seen he is sailing along nicely on his 32' custom made sloop *The Shadow*. This boat is my dad's pride and joy, he almost sold it but I guess he couldn't bring himself to it. This shows his love for sailing.

This mate was the commodore of the S.F.Y.C. last year and has been on the board of directors ever since. He is actively racing with my brother in the doublehanded Farallones and two years ago they won the race.

Dad, my hat's off to you, you great sailor, Father, and all around good guy.

Your son,  
Mike

Colorado Springs, Co.

## □ 50 CENT MISUNDERSTANDING

As usual and as been said many times before — "you are better than the slicks". Keep it up — including the magazine work!

I was in Tower of Books store here in Sacramento, saw the copies of *Latitude 38* on the magazine rack, immediately knew I couldn't get along without a copy so I plunked down the 50 cents and walked out with your latest creation. Great!

Got home and scrunched down in the big red chair for a pleasant evening of "Armchair Cruising". Got to page 35 and read your comments to Doug Fisher of Seattle about him being able to get *Latitude 38* for 25 cents because of the UPS charges. I came unglued like a dinghy built with library paste!

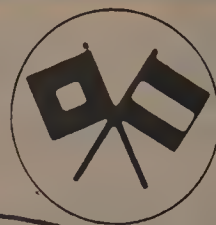
Could this be "Sail Profiteering"? Did you pay the UPS charges and they get the profit? I'll bet you would love to make 50 cents or even 25 cents on each copy! I guess I'll just have to control my habit and get *Latitude 38* free from Stockdale Marine, The Foredeck or the Folsom Lake Yacht Club.

What hurts my pride most of all — I didn't get kissed after they got through!

Reece Cave  
Carmichael

Reece — For 50 cents you should get kissed.

# PALMER JOHNSON

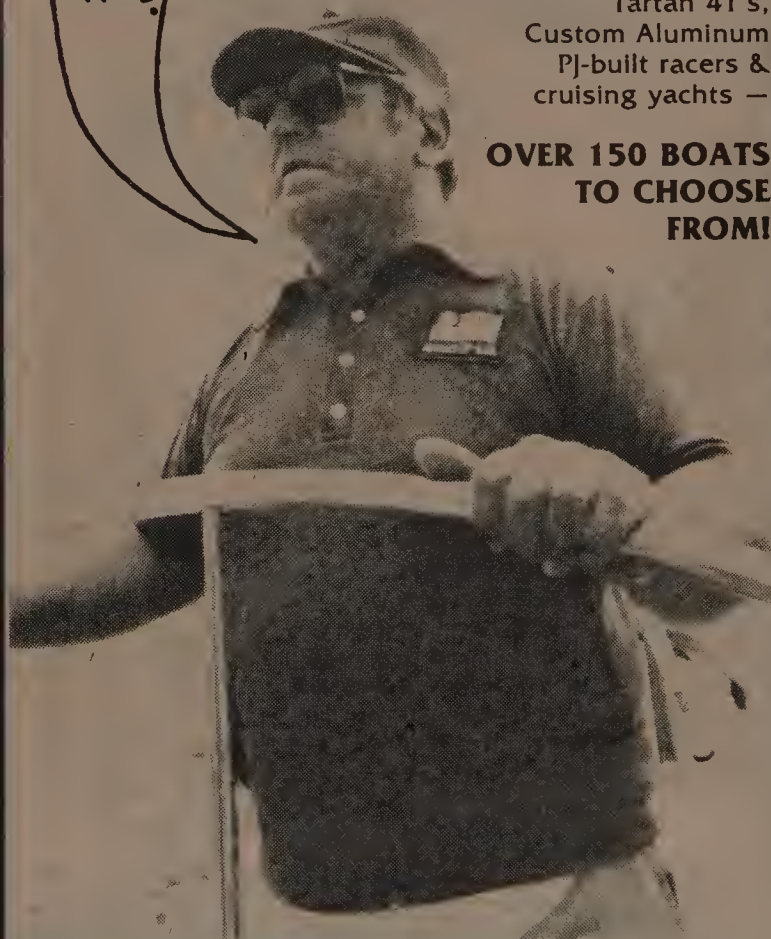


WE'VE BEEN LOOKING AT THE ADS IN THIS MAGAZINE AND WE THINK YOU GUYS OUT ON THE WEST COAST ARE PAYING TOO MUCH FOR USED BOATS!! EVEN WITH TRUCKING, OUR GREAT LAKES YACHTS ARE CHEAPER — ALSO BETTER! AND MOST OF THEM ARE FRESH WATER BOATS. IF YOU'VE GOT ANY BRAINS AT ALL YOU'LL CALL US — NOW! I KNOW WHAT I'M TALKING ABOUT — I'VE BEEN IN THE BUSINESS A LONG TIME.

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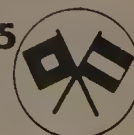
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# LETTERS

## ❑ MISSING METZLER

I've only been reading *Latitude 38* for about a year and have always looked forward to the next issue. It was while reading the December issue that I realized I should have written sooner. Let me explain.

During Labor Day weekend last year we were returning to the Estuary from Angel Island when we noticed that our Metzler inflatable had become detached from the stern of *Decision*. We immediately came about and sailed a search pattern back to the island in a vain effort to find the inflatable. I even got on the radio and announced the problem, giving a description of the Metzler as well as *Decision*.

Later we talked to other boaters that heard our radio broadcast so we felt reasonably optimistic about it being recovered. We spent the next two days telephoning the Coast Guard and Marinas where we thought a boat whose crew may have found it was likely to be berthed. Nothing turned up.

It is disturbing to think that a fellow boater finding the inflatable would have considered it a prize rather than the possibility that it represented another boater in trouble and accordingly called the Coast Guard. Since there is a chance however, that it was found by someone not knowing who to call, a description is provided so that they will know where to call and claim a reward from a pair of grateful owners.

### METZLER MAYA, INFLATABLE

10' 11" LOA, Orange Color

With transom & mounted 2 HP Suzuki Outboard and pair of jointed oars. There was an orange cloth tied to the bow, eyelet stains on the port lateral tube next to the rear seat and other identifying marks or peculiarities the owners can readily identify.

Mr. & Mrs. McLain

Pleasanton

(415) 846-3475

## ❑ THE COAST GUARD SAID THAT ABOUT US?

Lt. Stober of the Coast Guard, San Francisco, advised that you may be of help. Two friends, C.S. and Alice Presenz, last wrote 12/30/1980. They were taking their ketch, *China Wolf* from Taipei, Taiwan to Hong Kong for commissioning. I wrote to them c/o the U.S.A. Consulate, Hong Kong asking that my letter be held until February 28th, 1981. They were expecting my letter and must have received it as it was not returned.

Mr. and Mrs. Presenz said they would keep in touch but we have had no further contact. They are both private, even somewhat reclusive people, but after this length of time we should have received some word. They wanted to sail from Hong Kong south via Singapore, Indonesia, Bali, to Darwin, Australia.

They may have misplaced our address from all of the moving around and cannot contact us. Or, something may be very, very wrong. Lt. Stober told me your magazine is helpful in matters such as this. Whatever you can do will be greatly appreciated.

Bill & Sharon Larum

P.O. Box 8293

South Lake Tahoe, CA 95731

*Bill & Sharon — We're glad to put the word out for you and see if anyone's heard from China Wolf. Although those can be dangerous waters to sail, we suspect foul play or some other trouble is not the reason you've not heard from them.*

## ❑ CLIPPER WANTS TO CONGREGATE

Here's my dues for another dose — really look forward to each month's copy.

Whatever happened to all of the Clipper 21's that were built in Santa Ana during the 70's? I've had one (#302) since 1974 and sail-

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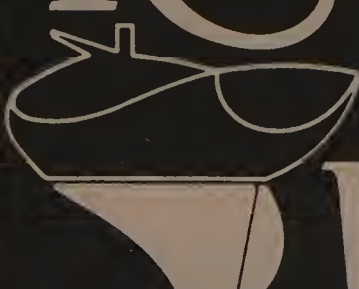
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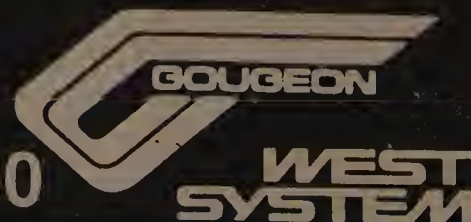
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# LETTERS

ed mostly in the south Bay.

I would like to organize a group of 21's to race, cruise or whatever else — or if anybody already has something going on, I would appreciate knowing about it. Please write or call:

Jack Gillan  
924 Clara Dr., Palo Alto 94303  
(415) 856-6457

## □FROM THE "FUN SHIP"

A few weeks ago I had the pleasure to meet a group of yacht people in Puerto Vallarta and had some good times in their company. They left me with great memories and a copy of *Latitude 38*.

I was very pleased with your magazine and even if I am told that they are available at the Port Captain's office I'd rather take a subscription to make sure that I get a copy. Thank you for great reading.

Alan Chabot  
Chief Purser  
Ms Tropicale  
San Pedro

*Latitude 38 welcomes all letters, and they need not be in reference to any articles that have appeared in the magazine. Be sure you sign your letters, although in cases where there is good reason, we'll be happy to withhold it.*

*Naturally we're flattered by compliments, but ask that you either keep them very brief or delete them altogether.*

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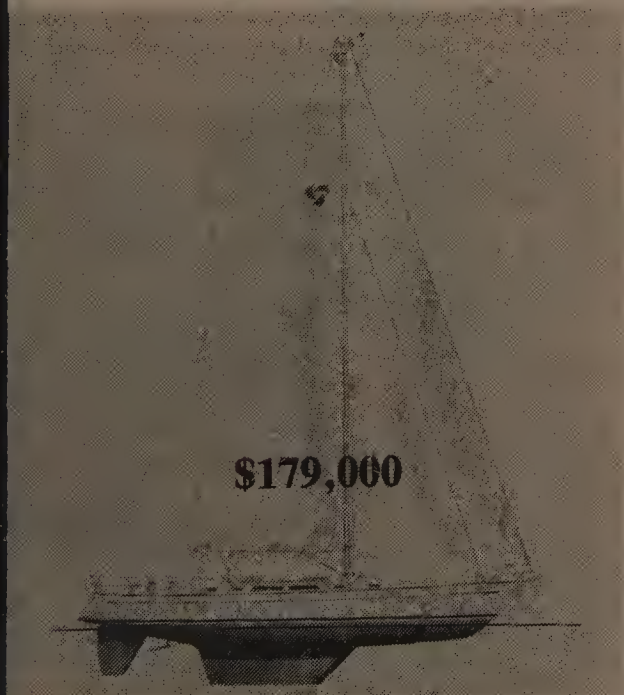
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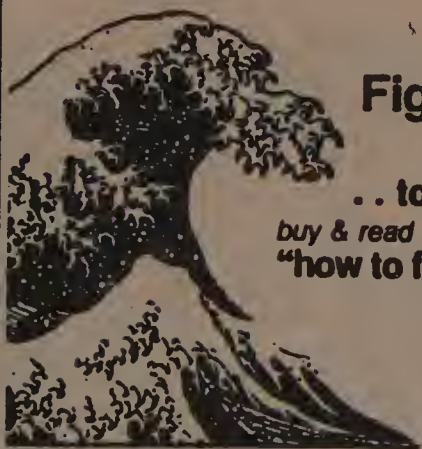
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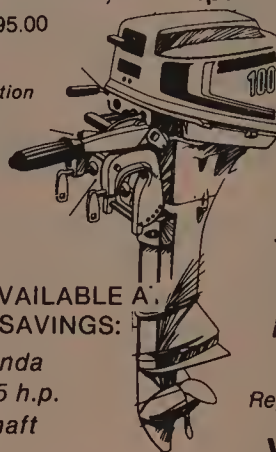
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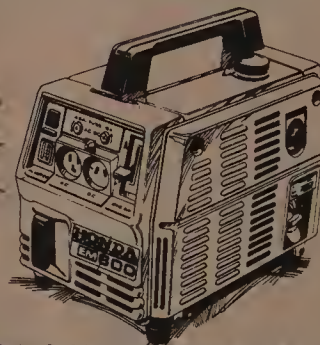
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# LOOSE LIPS

You know I can't hear you when your foot is in your mouth . . . Our most fervent apologies go to the folks at Don Wilson Yachts, who pointed out that in our story on the Islander 36 last month we neglected to mention that they have been loyal sponsors of the annual All Islander Day for some time now. They resented, rightfully so, being overlooked, especially since they feel like a vanishing breed. They're one of a dwindling number of established yacht dealers on the Bay. Last year wasn't an easy one, but they hope the long awaited economic upturn is coming soon.

But our errors don't stop there! Bev Wilson also pointed out that our quote for a new, race ready Islander 36 at \$110,000 to \$120,000 was much too high. She says the base price is \$84,000 and the most they've ever sold an I36 for is \$92,000. Oi vey, as they say in Yiddish.

Do we get to kiss her if we win? The most provocative news of the month has to be the Moore 24 class's announcement that *Playboy's* Miss August 1983 will hand out trophies for the class national championships. This is the 7th edition of this regatta for the 'Classic Speedster' and will take place June 9-11 in Santa Cruz. The incentive to win is certainly there. Call Walter Olivera at (408) 426-3736 (work) for further details.

People and dogs in the news . . . Troy, West Marine Products ultra mellow door dog (UMDD) has taken up residence at the Sausalito store once again. His good friend Rich Everett is now working there in replacement of Chuck Hawley, who's gone to be chief BMW on the new ULDB *Charley*.

Nancy Long of John Beery Co. called to let us know that 505 champ and longtime JB employee John Norheim was the cover model on the December issue of *San Francisco* magazine. Unfortunately, it looks like the magazine may soon go out of business, so they may be John's only shot at it.

*Yacht Racing/Cruising* magazine in Connecticut came out with their annual awards in their February issue. Named as top junior sailor for 1982 was Novato's John Kostecki. John won the Sunfish Worlds, the J/24 Districts, the Champion of Champions regatta and took second in the J/24 Worlds. He's now practicing with San Francisco's Zack Berkowitz for a shot at the 1984 Olympics in the 470 dinghy class, and he was recently appointed head of the R&D department of Richmond's DeWitt Sails.

YR/C's choice for the top offshore sailor was Belvedere's Dave Fenix. He chartered *Retaliation* and won the 1982 SORC before taking delivery of his new Peterson 55 *Bull Frog* and winning at Long Beach Race Week, the Stone Cup and the St. Francis YC Big Boat Series. *Bull Frog* was also part of the winning team at the Clipper Cup Series.


George Hagerman, harbormaster at Pier 39, barely has time to shave anymore. The California Marine and Recreation Association elected him president for 1983 and Coast Guard Auxiliary Flotilla 17 made him their commander for 1983-1984. He's also trying to get a permanent concrete breakwater installed at Pier 39 before any more winter storms wreak further havoc.

Seminars, seminars, seminars . . . The winter and spring seem to be full of them. Here's some we've heard about.

Doug McNaughton, who sailed his 21-foot *American Express*

sally lindsay's

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3rd, Nationals

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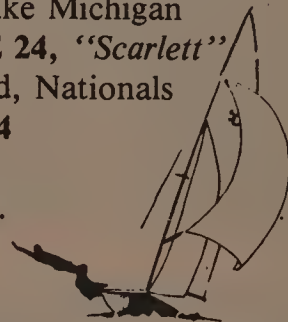
Chris Benedict

Alameda, Calif.

**FIREBALL**

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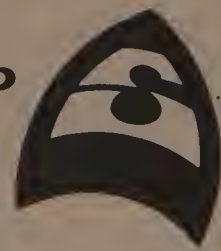
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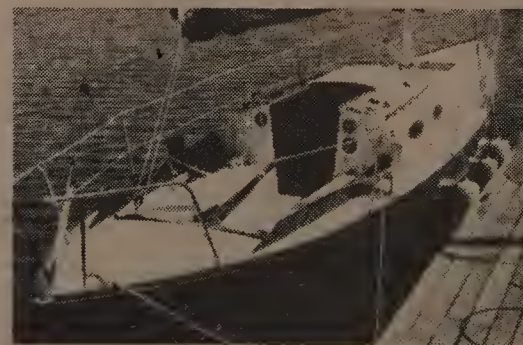
## Tiffany Jayne



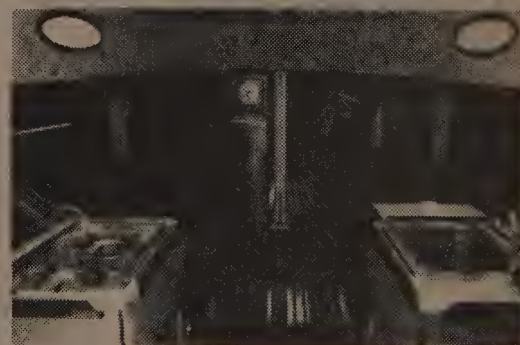
*"Other than my old boat 'Spirit',  
this is the best boat I've ever  
sailed!"*

(comment from Peter Sutter,  
Sailmaker, Sausalito, California)

LOA: 34'0"  
LDWL: 25'0"  
BEAM: 8'0"  
DRAFT: 5'6"  
DISPLACEMENT: 5790 lbs.  
BALLAST: 3010 lbs.  
I: 34'9"  
J: 11'5"  
P: 36'7"  
E: 14'2"  
SAIL AREA  
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TOTAL SA: 451 sq. ft.  
SA/DISP: 22.38  
D/L: 165



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# LOOSE LIPS

through an Atlantic hurricane two years ago, will give a series of seminars on heavy weather sailing. One set will run Tuesday nights, Feb. 8, 15, 22 and March 1, and the other Thursday nights, Feb. 10, 17, 24 and March 3. They start at 7 pm and will be at the DeWitt Sails loft in Pt. Richmond. Topics include hurricane tactics, heaving to, navigation, running with the storm, and sail selection and placement. The fee is \$90 for four, \$25 for one session. Call 234-4334 for reservations.

The S.F. Bay Area Multihull Association is hosting a series of seminars. On Feb. 25, folks from California Custom Yachts will address "The Evolution of Multihull Design" and "Wing Spars". On April 29th, multihull designer John Marples will demonstrate the Constant Camber cold molded construction technique. On May 27th, Craig Riley from Orcon will talk about "State of the Art Composite Sandwich Construction", including a look at carbon fiber, Kevlar and S-glass unidirectional fabrics. All meetings are at the Metropolitan YC, Jack London Square, Oakland and start at 8:00 pm. For more info contact Richard Tate, S.F. B.A.M.A., 448 Greathouse Drive, Milpitas, CA 95035, or call (408) 946-3874 (home) or (408) 970-1755 (work).

The Sausalito Cruising Club plans a series of four seminars on March 12, 26 and April 9, 23, aimed at novice sailors who want to improve their racing skills. Club members and guest instructors will address all phases of racing both in lecture form and on the water. There will even be a video camera available for instant replay and critique. For \$10 per boat per session you can't beat it! For more information, contact the SCC at 332-9349 or 332-9922.

For those who want to know more about running races, the Yacht Racing Association has a seminar planned for race committee personnel on February 26. It will be run by the Coast Guard on Government Island, starting at 8:30 am and continuing all day. They'll review search and rescue procedures, communications procedures, weather and other safety considerations. Contact Kitty James at the YRA office, 771-9500.

And for the young sailors in your family, how about the March 19-20 Youth Sailing Seminar at Lake Merritt Sailing Club in Oakland? This is the sixth time the Youth YRA has put on this clinic, which features experienced sailing instructors, talks by world class sailors and sail makers and extensive on the water instruction. Anyone under 20 may take part, and you can rent an El Toro if you can't bring your own boat. For more information and registration forms, contact Rex Abbott, (408) 374-4935, Del Locke, (415) 724-5896, or Dennis Neary, (415) 531-2141.

And finally, on March 12, the S.F. Bay Coronado 25 Association conducts their annual sail clinic at the Sausalito Cruising Club. Starting time is 10:00 am. Guest expert is Kame Richards of Richards and van Heeckeren sailmakers, who will discuss sail trim and other secrets. Also featured will be tips on maintaining and repairing Coronado 25's. The public is invited and the \$5.00 cost covers lunch as well. Call Bobbi Tosse, 939-9885, or Elaine Kozak, 332-3380.

Perusing the personals in the *Pacific Sun* (hope springs eternal), we noticed the following ad:

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## SPECIALS SEE NEXT PAGE

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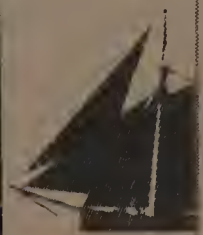
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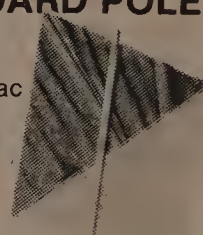
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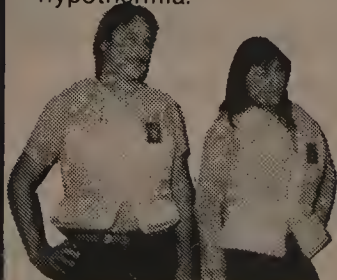
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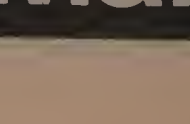
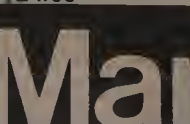
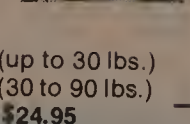
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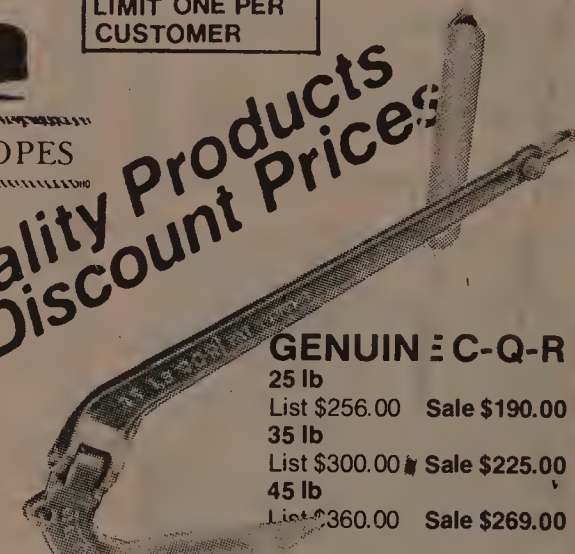
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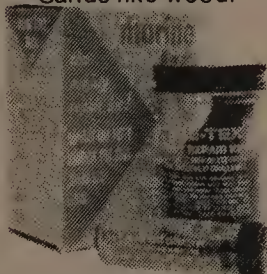


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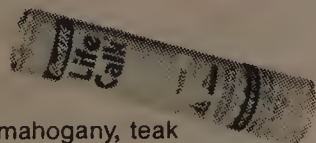
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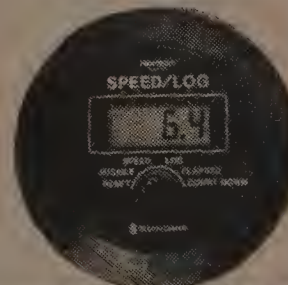


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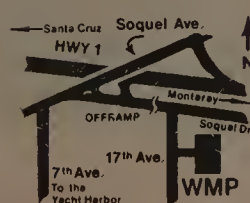
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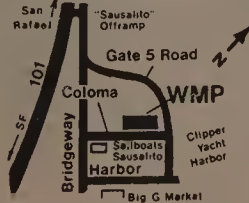
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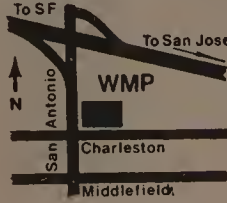
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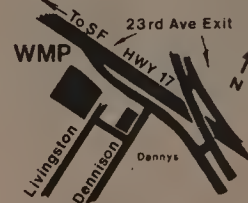
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# SIGHTINGS

## ham with rye

In a move they know full well will face strident opposition, the Federal Communications Commission is proposing that a special new type of ham radio license be issued, one that would be far less difficult than the current ones are to obtain. As it stands now an applicant has to understand the theory behind amateur radio and be competent to 20 words per minute in a Morse Code telegraphy test, to be able to use all the bands.

The new license would be called a "No Code" license because applicants could get one without having to know Morse Code. Under the proposed provisions submitted for public comment, such a license would restrict the operator to certain short-range frequencies.

Previous such proposals have shown that current ham operators oppose such a license by a 2 to 1 margin, fearing that operator standards would plummet to the CB level.

But the government, acknowledging the importance of ham operators during natural disasters and other emergencies, reports that very few young people are getting licenses because they perceive Morse Code as being of little use. As time goes on the number of active hams will drop, and the FCC obviously does not want to lose this valuable communications link.

For non-licensed sailors about to take off cruising, this is greatly welcome news. Ham radio communications have long provided inexpensive but effective means of staying in touch with people, making connections with needed parts and people, and reporting emergencies. The bugaboo has always been learning the code, which takes 3 or 4 months of hard study, just when time seems to be the hardest to find.

Whether the proposal for a new license will actually become law over certain opposition or current hams will have to be seen. Stay tuned to this station for further details. QSL, 73'd, Propagation, and all those other ham buzz words.

## sorc

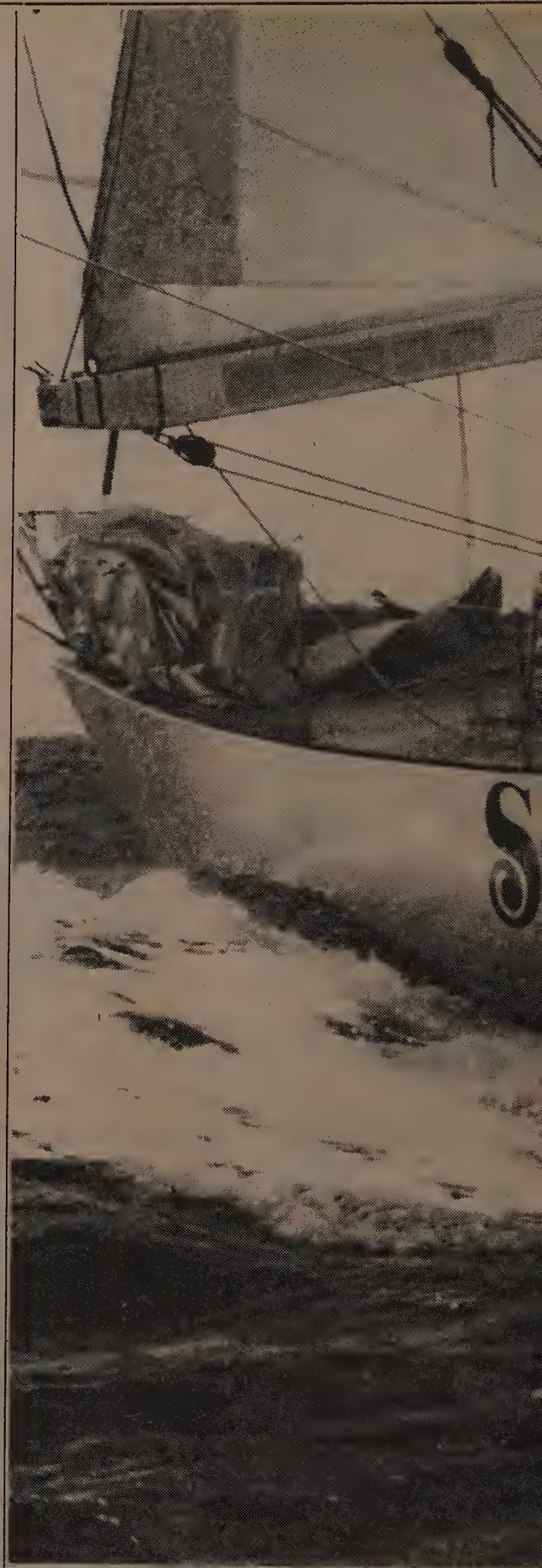
This year's gathering of the offshore racing elite in Florida for the Southern Ocean Racing Circuit (SORC) promises to be one of the best ever, with 90 boats slated to attend. Besides the glory of doing well in this annual showcase for hot boats and sailors, this year's Circuit counts towards the Admiral's Cup and the Mumm Champagne's World Cup. Adding further glamour will be the presence of members of the U.S. and foreign 12 Meter efforts, all seeking to gain any psychological edge over their rivals.

Heading the star-studded fleet are the best maxis in the world: William Johnson's Gurney 73, *Windward Passage*; John Kilroy's *Kialoa* and Robert Bell's *Condor*, Holland 80's; and the new Pedrick 81, *Nirvana*, owned by Marvin Green. Last year's winner, the Frers 51 *Retaliation*, now called *Carat*, will be there along with a new Frers 52 Zero, owned by Japan's Shigetake Tsumura.

Brad Herman, from Beverly Hills, will have Lowell North onboard his Peterson 45, *Secret Love*, but they'll have their hands full with five new Nelson/Marek 45's, including Millard Ripley's new *Chiquita* and Ed Lorence's *Motivation*. The southern California design team of Nelson/Marek, definitely the up and coming designers, also have three 39 footers in the fleet: Rodney Wallace's *Thunderbolt*, George Eddy's *Murphy's Law*, and Larry Harvey's *Brooke Ann* from San Diego. Other Golden State entries include Newport Beach's William Palmer with his 1982 Big Boat Series winner *Shenandoah*, and Tom Maslow's *Liberty* out of Marina del Rey.

The lone Bay Area entry is Monroe Wingate's *Serendipity 43*, *Scarlett O'Hara*. Last year, with Tom Blackaller at the helm, *Scarlett* placed 10th overall in the Circuit. In March, Chris Corlett took over the driving duties and *Scarlett* went through some intense teething at the Clipper Cup in Hawaii

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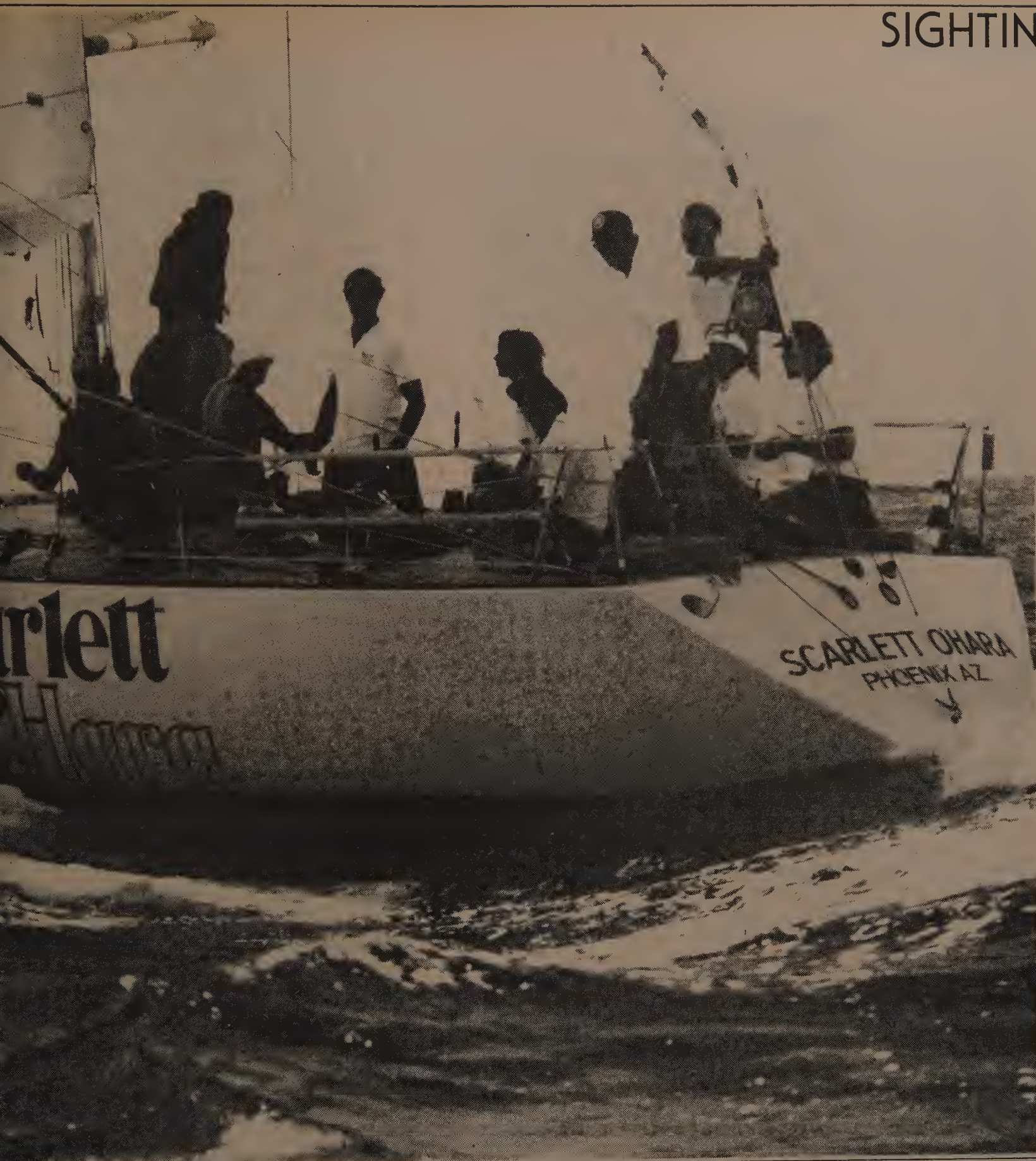


## ancient

The Ancient Mariners Sailing Society, based in San Diego, has announced a ten race schedule for 1983, including its third San Diego to Maui Race co-sponsored with the Lahaina Yacht Club.

Three of the Society's events are open to non-members with qualified boats. They in-





LATITUDE 38/RICHARD

## sorc — cont'd

### mariners

clude the June 11 Yesteryear Regatta, the June 12 race to Maui, and the San Diego to Ensenada Race on September 3, 4 and 5.

If you've got a classic yacht and plan to be in the San Diego area for any of these events, write the Ancient Mariners Sailing Society at Box 6484, San Diego, California.

and then the St. Francis Big Boat Series.

Aside from the short range goal of doing well in the Circuit, Wingate, Corlett and the rest of *Scarlett's* crew want to be one of the three boats selected to compete for the U.S. in the Admiral's Cup. Displaying outstanding speed in both events, she lost her mast in the former and was crippled by a DSQ in the latter. She should be a strong contender in the Circuit. Observers say her chances are good, even though the competition from boats like *Secret Love*, and Mike Levin's *Bright Finish*, a Peterson 42, will be tough. Paul Cayard, a

cont'd on next sightings page



## sorc — cont'd

Bay Area member of Tom Blackaller's *Defender* 12 Meter campaign, is rumored to be the driver on *Bright Finish*.

Blackaller will be sailing a new Frers 41 with "Mr. Coon Ass" himself, Tom Dreyfus. This flamboyant pair won the Circuit two years ago in a boat called *Louisiana Crude*, and then for reasons yet to be fully explained, *Crude* was removed from the standings when she was accused of measurement violations. Last year Dreyfus campaigned a boat he playfully called *Your Cheatin' Heart*. This year's version carries the Latin expression *Mea Culpa*, which means "It's my fault". Dreyfus and Blackaller like to win races — and have a little fun, too.

*Scarlett's* performance in the Circuit, plus an additional set of observation races in Nassau following the final race, will decide if she is selected to go England for the Admiral's Cup. If she does, she'll get to race against the top boats from around the world in this classic IOR Grand Prix event. According to Santa Cruz's Skip Allan, navigator on *Scarlett*, they have a good chance. Skip crewed on Dave Allen's *Imp* in 1977 when that San Francisco YC boat won both SORC and was high point boat in the Admiral's Cup, he says the effort on *Scarlett* is the closest he's seen any Bay Area boat come to *Imp*.

This will be Skip's 14th Circuit. Back in the mid-1960's he sailed with Ted Turner on the 73-ft S&S yawl *Bolero* and then again later on Turner's converted 12 Meter *American Eagle*. He sailed with Dave Allen on *Improbable* in 1971 and 1972, and on *Imp* again in 1979. Skip says he would like to call himself a professional sailor, because he feels his skills are worthy of compensation. "I consult for, prepare and deliver racing sailboats," he says. He is not paid for actually racing the boat, which is how he and many other "pros" get around the yachting's amateur standing requirements. The SORC rules state, in fact, that "the navigator and watch captains shall be amateurs". So that's what Skip and the others have to call themselves.

Besides Allan, Corlett and Wingate, *Scarlett's* crew consists of Dee Smith, Dave Hulse, Jim Donovan, Brian Ebert, Mark Olson, Bill Brandt, Ron Wise, Peter Daly and Mike Smith. Collectively they have 37 Circuit experiences! Skip says although he usually drives during parts of the races — he steered downwind at the Clipper Cup — there are a surplus of excellent helmsmen this time, and he may just be content to play with the new SatNav and other electronic gear. Dee Smith had a great year in 1982 as chief driver on Irv Loube's *Bravura*, taking 2nd in the Clipper Cup and winning their division in the Big Boat Series. Dave Hulse and Jim Donovan can push the tiller around pretty well also.

Besides assembling a top crew, a lot of work has been done to make *Scarlett* even more competitive. Much of it has been weight reduction. Weight has been taken out of the ends of the boat, the new aluminum/carbon fiber/kevlar rudder weighs half of what the old one did, the superfluous refrigeration system was removed, rewiring the boat dropped 30 pounds, and the new rig is 40 pounds lighter. Corlett also discovered the port side of the keel was 1/4-inch fatter, explaining the disparity they noticed in tacks. It's been repaired. All this fiddling around, supervised by naval architect Bob Smith to make sure the numbers come out, yielded a rating increase of 1/10th a foot. "But," says Corlett, "we figure we're sailing 7/10's a foot faster."

Dee Smith, and everyone else, recognizes the key to doing well in the Circuit is being consistent. Last year he contributed to *Razzle Dazzle's* 2nd overall. There are so many miles to be sailed — over 900 — and so many boats in the fleet that you're bound to take a bath at some point. So you just have to keep plugging away. *Scarlett* is a moderate boat, which helps since conditions can vary greatly. The Serendipity's are known for being able to go upwind in the breeze with bigger boats, and Corlett's weight saving measures should help keep up with the lighter boats downwind.

cont'd on next sightings page

## why didn't we think of that?

Wandering around Brickyard Cove a few months back we spotted the schooner *Fairweather*, as she appears in the photo at right, with what looks like scaffolding around her foremast. It couldn't be, we thought, there's bosun's chairs and mast steps to do that kind of work aloft.

We showed the photo to an inebriated fellow at the yacht club, and he knew what it was right away. "It's a radar reflector," he assured us, "and a bloody damn good design, too."

## womenstuff

For you women who want to get more involved in sailing and racing, here are a few items that might be of interest.

On March 12th, the Corinthian YC will host a women's race. Call Glenda Carroll at 282-7912 or Renee Soleway at 461-7576 (eves) for more information. Both of these women were part of the *Sweet Okole* all female crew at the 1982 Big Boat Series.

Island YC holds its 6th annual Women's Invitational Race April 9th on the Berkeley Olympic Circle. Entries are due by March 26th. In addition to prizes for divisional winners there will be an overall trophy. Entry forms are available from your yacht club or Marcine Osborne at 278-0495 or Elaine Wright at 436-6463 (eves) or 545-9879 (days).

Later this summer the US Yacht Racing Union (USYRU) will sponsor two new clinics for women. The first west coast Women's Racing Clinic will be held at the University of Washington YC in Seattle on June 13-15. Designed for women with intermediate to advanced sailing skills, the event will emphasize on-the-water drills, boat-handling exercises and short races, as well as shore-side discussions. The fee is \$100, and registration is due May 15. For more information, contact Michele Jackson at The Sailing Foundation, 7001 Seaview Ave. NW, Seattle, WA 98104, (206) 784-2653, or Lisa Watts at USYRU, Box 209, Newport, RI 02840, (401) 849-5200.

The other clinic is a five day Women's Week Offshore session to be held in San Diego from June 27 to July 1. Two days of instruction will be followed by three days of offshore racing in Santana 30/30's with a crew of six. Anne Gardner, skipper of the first all female crew in the 1981 and 1982 SORC's and 1982 national women's sailboard champion, will direct the program.



## sorc — cont'd

We'll be following *Scarlett* and her gang as she does battle. Certainly the boat and crew are prepared, which is all you can ask for going into a major championship series. Hopefully lady luck will snuggle into a berth for the ride as well.

The six races of SORC are: February 5, St. Petersburg to Boca Grande (138 miles); Feb. 8, St. Petersburg to Ft. Lauderdale (370 miles); Feb. 13, Lipton Cup (37 to 43 miles); Feb. 19, Ocean Triangle (135 or 150 miles); Feb. 22, Miami to Nassau (172 or 189 miles); Feb. 25, Nassau Cup (25 to 27 miles).

## the right hand giveth, the left hand taketh away

There's some good news and bad news from Washington. The good news is that in the waning hours of the 97th Congress, the guys and gals on Capitol Hill passed a fuel tax increase. Not only will you and I pay more for gas to drive our cars, but also to fill our boat's fuel tank.

Originally it looked like the boater's tax money would go into the general fund, sort of like taxation without remuneration. Lobbyists from groups like BOAT/US and the National Marine Manufacturer Association put up quite a stink over that. With the help of such legislators as Mario Biaggi, a Democratic representative from the Bronx, and others, they put in a provision that will divert \$225 million over the next five years to a recreational boating fund. That means Biaggi's 1980 National Recreational Boating Safety and Facilities Improvement Act can finally be put into effect. The money for that bill had been collected for the past two years, but never appropriated.

The Secretary of Transportation will be in charge of the money now. It will be dispersed by the Coast Guard and used for boating education, safety, law enforcement, facilities development (docks, piers, moorage) and to help the states take over recreational boating programs being dropped by the Coast Guard. States will have to match the federal funds, and how much each state gets depends partly on the number of registered boats therein.

Ah, but then there's the bad news. Bad for anyone who has or wants to buy or sell a documented pleasure vessel. The Coast Guard is talking about getting out of this practice and letting the states handle all recreational boat registration. This is part of Reagan's plan to give back power to the states.

The big problem is that move would cut pleasure vessels out of the Ship's Mortgage Act of 1920. This federal law protects the security of vessels for mortgage bankers. Only 13 states have yacht titling laws, and even if the other 37 passed their own, bankers say they're not as good as the federal version. That means it might be a little harder to obtain a mortgage to finance a boat.

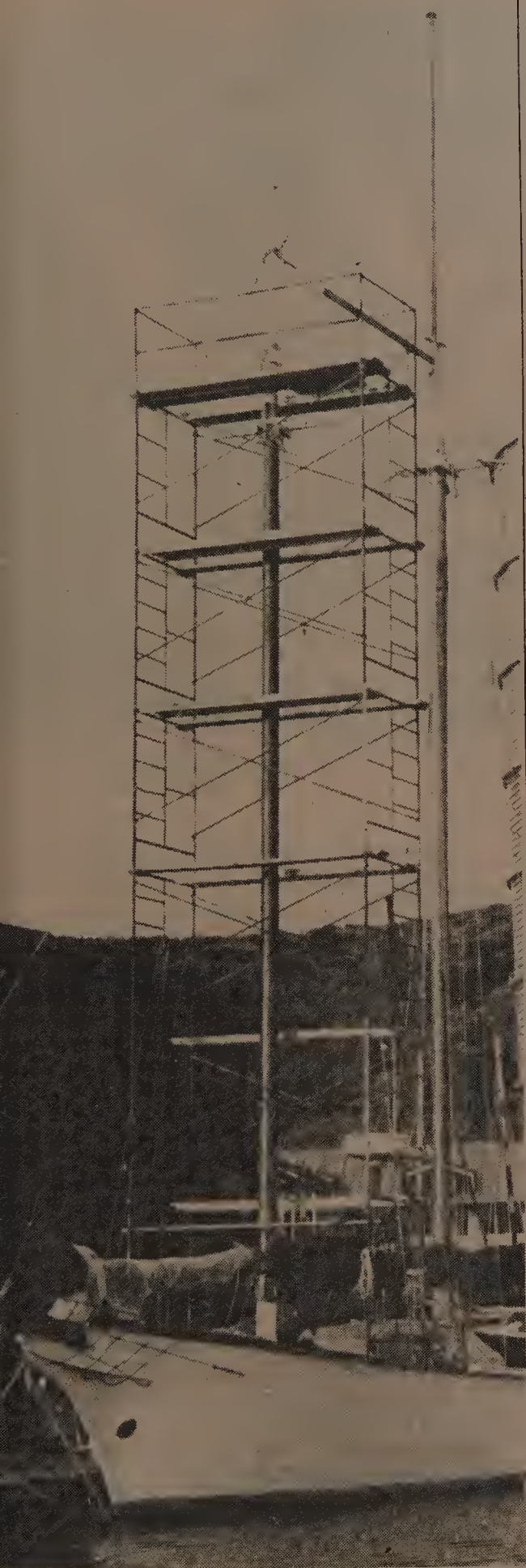
Forty-eight percent of all documented vessels in the U.S. are pleasure craft, which comes out to 68,000 boats. Last year they paid \$1.5 million for the service. Unfortunately, the Coast Guard doesn't get to keep the money for its work, which is one reason they want out of the program.

According to Michael Sciulla of BOAT/US, the advantage to being documented is that when you enter a foreign port you are an official U.S. vessel, not a private one. You have an official seal on your papers, which impresses customs agents if nothing else. Another advantage is that it's easier to trace a boat with documentation than one with just a state registration should it be stolen. Sciulla says they've been after the states for 20 years to pass titling laws for just this reason, but with little success.

## survivors

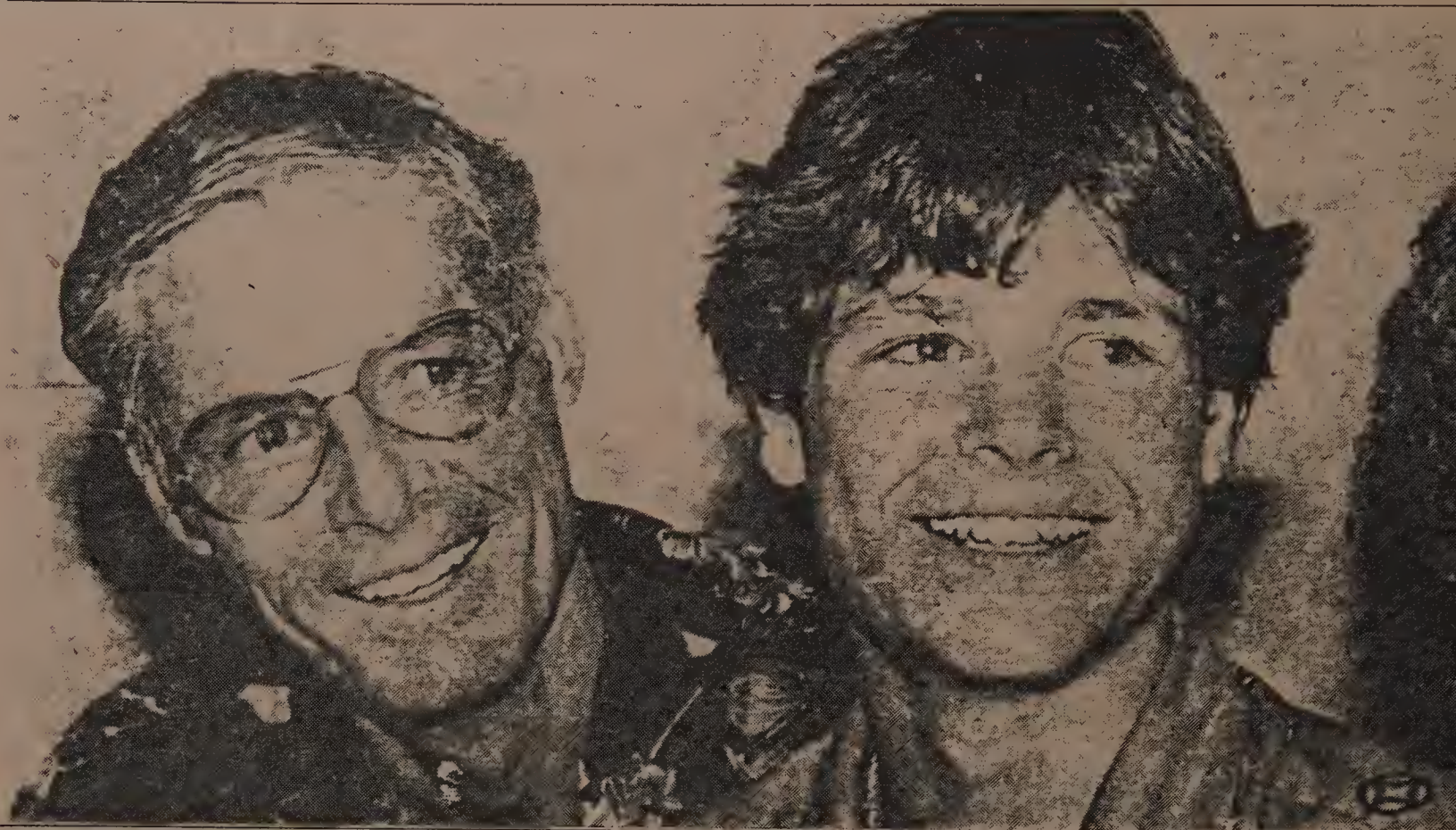
Last month we mentioned the Aros family from southern California who

cont'd on next sightings page



Assisting her will be Betty Sue Eichenlaub, a veteran offshore sailor with several Trans-Pacs, Big Boat Series and MEXORC's to her credit. The cost is \$150 plus a \$100 security deposit. Contact Lisa Watts at the USYRU.





The Aros family.

## survivors — cont'd

lost their 36-foot sloop *Vamanos* on a reef between Rarotonga and New Zealand. They spent 24 days sailing north in their dinghy, missing several island chains along the way. Finally they landed on a small sand spit 150 miles northwest of Suva. A Seventh Day Adventist on a fishing expedition rescued them. The father, Robert, 50, was in the worst shape, while his wife Margaret, 31, and son Christian, 17, were thinner but relatively healthy.

Claudia Halbert of Berkeley, a friend of the Aros family, went to visit them shortly after they returned to their home in Long Beach. Here's an excerpt of the tape Claudia recorded of Margaret's account of the incident:

*Vamanos* struck the Haron reef. A reef you couldn't find if you wanted to, but we found it. We hit it right on, then fell on our port side then slid right across. It was like the keel was torn off the bottom. The reef was smooth, not ragged. Actually it was the reef that held us up for as long as we were there, about 1/2 hour. We got into the dinghy as *Vamanos* went down on the other side of the reef. We loaded the dinghy with our emergency kit, some canned goods—I had thrown in a pillow case, and a can opener. We had a sextant, first aid kit, food, solar still and fishing gear in our emergency kit. One thing I wish we had included was a spear gun. The fish would come close to the dinghy but wouldn't bite on our hooks. There was a beautiful mahi that trailed us for a while . . . come here fishy, fishy, but it just wouldn't bite. Actually it probably would have sunk the boat if we caught it. It would have been nice trying though.

One of the ways we passed time was to talk about the wonderful meals and all the food we would have when we got back. Oh to be at Fishermans Wharf in San Francisco eating crab and all that sourdough bread! Hey, we *were* going home. There was never any question, we *were* going to make it. When someone would say 'I don't think I can', the other would say 'Hey, you can't cop out on us now!' We really held each other together.

We didn't have an EPIRB. We had taken a cruising course and the instructor told us not to bother with an EPIRB because the commercial airlines don't tune to those frequencies anyway. Boy, I can't wait to get a hold of him! After

cont'd on next sightings page

## half the

This year's L.A. to Honolulu TransPac, which starts July 2nd, has a new restriction that all boats must rate 70.0 feet or less under the IOR rule. According to Grant Baldwin, race chairman, this was done to be consistent with other major races in the world which have an upper limit of 70.0 feet. They also wanted to discourage people from building specialty boats that could only do well in the TransPac. They had heard speculations of people building 150-ft versions of *Merlin*, the 67-ft lightweight that was first to finish in 1977 and 1981. Baldwin says they don't think that's what sailboat racing should be about.

Of course, lowering the limit won't stop the creation of specialty boats. Elsewhere in

## budding

Dick Schuettge of Schuettge & Carleton would like all *Latitude 38* readers to know that their publishing production company is "always on the manuscript search" for material "about the sea and sailing".

If you've got a completed manuscript with photographs you'd like to show them, that's great. But if you've got just an idea you'd like them to help you develop, that's o.k., too.

Dick's been in the book packaging business since 1958, and likes to specialize in





## problem solved

this issue we have a report on *Charley*, the new Ron Holland 67 footer with a rating of 70.0. She is designed to win the TransPac, no if's, and's or but's about it.

When the TransPac race committee made the rating change, it cast serious doubts on the future of *Merlin* and her arch rival *Drifter*, Harry Moloscho's 69-footer. Both boats rate way over 70.0 feet, so they would require major surgery to be eligible to compete in the race. As you'll read in the *Charley* story, half of the problem has been solved. *Drifter* is now sitting on the bottom of the Pacific. Her old buddy *Merlin* is scheduled to go on this year's TransPac, but undoubtedly there will be a few tears in the old magician's eyes.

## author?

the marine field. A book he helped package you might be familiar with was Matthew Walker's *Down Below*, a book that really started with just some photographs of cold molded boats at Tom Wylie's yard.

That production took place back when Dick was with Chronicle Books, and now he's on his own and hungry for manuscripts. So if you've got one, or just an idea, write Dick at 458 Gravatt, Berkeley, CA 94705 or call him at 841-6962.

## survivors — cont'd

there had been no word from us on the ham net for 2-3 days our ham contact called the airlines. 'We think we've lost a boat, please monitor your channels'. They did. If we had had an EPIRB we probably would have been picked up right away.

We had the sail to Chris' windsurfer, so we were able to sail some. I had grabbed a chart as I was leaving *Vamanos* so we had a general idea where we were. We charted our course from where we went down. We knew if we could head NW we'd be aimed at Tonga. If we went a little too far north we'd be in no trouble cause we'd hit Fiji. But if we went too far south that was it til we hit the Kermadex Islands or Australia. That's thousands of miles. We knew we couldn't handle that.

With the sail rigged and the oar for the tiller, we thought we were going about two knots. We weren't just drifting. Evidently what we did was pass right through the Ipai and Vavai groups of Tonga. They are very low, and there's about a 70 mile gap that we went right through. After seven days we knew we missed Tonga. We were able to work farther north and that's why we wound up in the Fiji Islands.

We came ashore 24 days after *Vamanos* went down. It was a sand spit, nothing like you see in the cartoons. Nothing exciting on it at all, just a lot of coral so it looked like somebody had dumped a sand bucket out there. The only thing on it were birds that congregated to lay their eggs and let them hatch. We could see other islands, but they were up wind of us. We just waited for the wind and currents to change so we could try to paddle and make it over to those other islands. Down wind was just totally open sea.

The fishermen that found us later told us they were a little reluctant to come ashore. They thought we were Japanese fishermen that were poaching fish. They didn't know if they were going to have to arrest the Japanese or if the Japanese were going to arrest them. As they got closer they realized we needed help. They took us in their boat to Cikobia-i-Lau, 12 miles away. That's the island that owned the sand spit. The people in that village were just beautiful and so kind. They laid us on woven mats in a cool grassy area shaded by palm trees. They gave us green coconut and papayas that were easy for us to digest. They washed us and called for a doctor that was on an island four hours away. They didn't want to take us on another boat trip, so they called Suva and arranged for a helicopter to pick us up the next morning.

Basically we were just dehydrated. While we were in the hospital in Suva the local people would come by and bring gifts of fruit. The nurses there would just open the coconuts and let us drink. The Fijians were the kindest and most gentle people I have ever known.

We are going to write a book and hope that other sailors will learn something that they might use if they are ever in the same situation.

## short-handed sailing

If nobody — or only one other person — wants to race with you, you'll have to take up shorthanded sailing. If that's the case thank your stars it isn't 1975, because there'd be very few events for you to enter. But this is 1983, and there are many singlehanded and doublehanded sailing events in California.

The granddaddy of them all is the Singlehanded Sailing Society's Singlehanded Farallons Race, which goes from the St. Francis YC starting line, around the Farallons, and back to the starting line again. The seventh running of the 54-mile classic will be held April 2nd. Watch these pages for details, or write the S.S.S., c/o Fred Joyce, 1217 St. Charles Street in the Island City of Alameda, 94501.

The Society will also sponsor a Singlehanded Race to Monterey in the

cont'd on next sightings page



## shorthanded — cont'd

middle of the summer, and a race to Vallejo and back in the fall. The next Singlehanded TransPac will be in July of 1984, and will include a doublehanded division.

The Bay Area Multihull Association (BAMA) will be sponsoring their Third Annual Doublehanded Farallons Race — for both mono and multihulls — on April 9th, just one week after the Singlehanded Farallons. We'll be publishing complete entry information on this race in upcoming months, but if you wish, you can write Richard Tate, Commodore of BAMA, at 448 Greathouse Drive, Milpitas 95035.

We presume everyone is aware that last year's Doublehanded Race was wracked by a southerly gale in which six lives were lost — four of them race entries — and many boats were beached or sunk.

If you're considering entering either of these two shorthanded races around the Farallon Islands, we can't stress enough that you and your boat must be ready for bad weather. It's not uncommon for sailing conditions to be poor outside the Gate, and normally April is about the worst month. Average air temperature for the month is within one degree of the lowest month's temperature for the year; it is the month in which there is the greatest occurrence of seas over 10 feet, and ranks near the top of the list for months having the greatest days of wind over 35 knots.

If you've got a hankering for a fuller schedule of longer shorthanded races, you'll have to move your boat to Southern California where the Marina del Rey-based Pacific Singlehanded Sailing Association has become very popular. They run a year long slate of races, ranging from 32 to 600 miles, all of them open to single and doublehanded entries. Almost all the races coincide with a full moon for those seeking romantic conditions for doublehandeding. The PSSA schedule is as follows, all distances are in nautical miles.

February 25	MDR-Bishop Rock Race	200
March 25	MDR-around San Clemente Island Race	145
April 23	MDR-around Guadalupe Island Race	600
May 21	MDR-Catalina Island layover Race	60
June 25	MDR-around Pt. Dume Buoy/Santa Barbara Island Race	105
July 23	MDR-around Santa Barbara Island Race	85
August 20	MDR-around San Nicolas Island Buoy Race	130
Sept. 3	MDR-around Begg Rock/San Clemente Island Race	220
October 22	MDR-Catalina Island layover Race	60
Nov. 19	MDR-Paradise Cove layover Race	32
Dec. 30	MD-Catalina Harbor layover Race	70

All PSSA races use PHRF handicaps; only monohulls are allowed. All entries must be approved by the Race Committee, and Northern Californians should be aware that the PSSA's requirements are generally more stringent than those of the S.S.S. or B.A.M.A.

For complete information, write the PSSA, Box 9523, Marina del Rey, 90291-1923, or call Chris Vaile at (213) 823-6614.

## reaction to the ratings game

Last month we talked about the ratings game and how boats get their various PHRF, IOR and MORC numbers. The somewhat arbitrary nature of PHRF (Performance Handicap Racing Fleet), in which boats' ratings are determined by committee, can sometimes create emotional reactions by boat owners.

Take the case of Josh Pryor's *Ruby*, the 61-ft steel sloop Josh designed himself. Most of the time John runs *Ruby* as a charter vessel out of China

cont'd on next sightings page



## the computer

What do Rodney Holt, Adam Osborne and Nolan Bushnell have in common? Right, computers. They also share sailing as a hobby as well, which (to use the computer lingo) prompts the question: What is the computer connection to sailing? We thought





## connection

we were on the trail of a hot story when we found out the above three binary behemoths liked to go yachting, but it turns out to be more coincidence than anything else.

Nolen Bushnell, with partner Joe Keenan,  
cont'd center of next sightings page

## ratings — cont'd

Basin. Just for kicks he applied for a PHRF rating, figuring it would be fun to take it out for a race now and then. He received a plump 180 rating, the same as a Ranger 29, and in the stormy doublehanded Farallons race he corrected out first!

cont'd on next sightings page



## ratings — cont'd

Recently we received the accompanying picture with Josh's note of explanation:

The *Ruby* is now performing burials at sea. After doing a couple of trips for the Neptune Society when their boat was in the yard, I learned the procedure.

The enclosed photo shows how it works. That's Bob Daniels, my Farallons race crew, on the left. This picture was taken after I learned that the YRA had taken 36 seconds off my handicap due to "limited feedback". My appeal was rejected. I guess *Ruby* is just another one of those one season race boats.

Sincerely,  
Josh Pryor

## don't tie up here!

The folks at Monterey Peninsula YC regret to inform you that visiting



The crumbling Monterey seawall.

yachts may not tie up to the dock in front of their club. In December the seawall partially collapsed, reducing the available dock area and destroying

cont'd on next sightings page

## computer

are described elsewhere in this issue for their relationship with the new TransPac racer *Charley*. Bushnell was the creative genius behind Atari and Pong. I defy anyone to deny they have contributed at least a quarter to the *Charley* campaign.

Adam Osborne is best known for his portable Osborne computer, the "Volkswagen" of the industry. He's also been a keen racer for the last ten years, having campaigned an Ericson 23, a Cal 29 and a Wylie 34. He won the Yankee Trophy in 1971 and the Silver Eagle Long Distance race twice. He's currently thinking of moving up to a Swan 441 or a Swan 50. Tough choice.

You may remember Rodney Holt as the fellow who sailed his Hans Christian 38 *Apple 1* to class honors in PHRF and 4th overall in the 1982 S.F. to Kauai TransPac. His is the boat with the ubiquitous Apple label on the spinnaker, a multicolored fruit with one bite removed. Rodney has been one of the key forces in Apple computers,

## did you come from

If so, maybe you heard about the dramatic finish of the Sydney-Hobart Race. After 640 miles of racing, the two maxi boats *Condor of Bermuda* and *Apollo* finished within meters of each other, the closest finish in the race's 38-year history. Bob Bell and his *Condor* crew held a two kilometer lead going into the final stretch up the Derwent River, when calm overtook her. Jack Rooklyn's *Apollo* then threatened to do likewise, drawing to within 200 meters. *Condor* regained her wind and the two then jousted neck and

## sarcastic sampson

If you're into sailboat racing, you've probably spent part of the off-season doing routine maintenance — like re-cutting sails, tuning your rig, and maybe overhauling the engine. But now, before the racing starts getting serious, it's time to give your rating a winter tune-up.

The average sailor probably doesn't think of his boat's rating as something that you fine-tune like an engine or violin, but the opportunities are tremendous. If approached with an appropriately devious attitude, you can avoid having to learn how to sail faster by just reducing your rating!

For the IOR racer, this process can be remarkably challenging. For most, a visit to



**— cont'd**

and is currently too busy to do much sailing. He says the three months it took last summer to race to Kauai and sail back was an extremely long time in his business, which moves at a lightning pace. Rodney's extremely happy with his HC 38, but he too is thinking about a new boat.

(Rodney also took the opportunity to point out that our comment about *Apple 1* having a "juicy" 180 PHRF rating (Volume 62, August 1982) was unfair. Normally the HC 38 rates 192, so they were spotting everyone 12 seconds a mile. They were also the only 19th century full keel boat out there, and they managed to beat their entire class across the finish line boat for boat).

Holt adds that it will be a few years yet before the computer executives will be able to take the time to do some serious sailing. In the meantime all those bytes and ROM's are bringing in the cash to fund what could be some very intense campaigns.

**a land down under?**

neck.

According to a newspaper account sent to us by Jim Arbuckle, "the two yachts staged a battle . . . that almost brought the crews to their knees and had the thousands of spectators cheering". *Condor* managed to survive and take the winner's gun, at which point "crewmen collapsed on the deck exhausted."

Handicap honors reportedly went to the Sydney 1/2 tonner *Scallywag*, followed by *Audacity*, and *Police Car*.

**of sightings**

your friendly neighborhood IOR palm reader is necessary, since the machinations involved in deciphering The Rule are boggling. For the adventurous, becoming familiar with The Rule's details represent a challenge; for others, having the Rule explained to them is akin to asking a lawyer to explain the complexities of Aunt Bertha's will, in which there must be some way to avoid having to stand on your head in order to inherit her coin collection. I would be happy to offer the services of my computerized IOR prediction program, but by the time I get it written, the Rule will have changed again.

But never fear, there are plenty of  
cont'd center of next sightings page

**don't tie — cont'd**

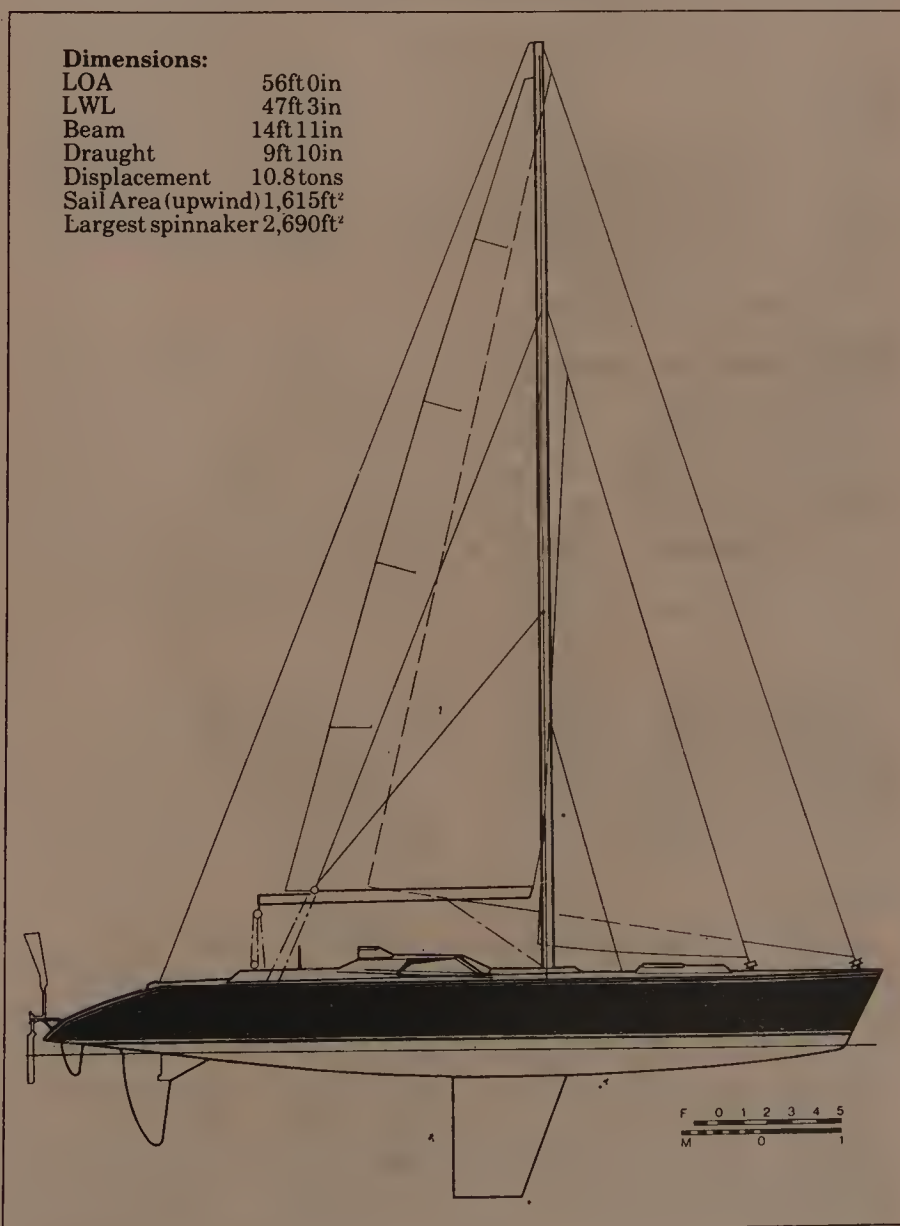
the front entrance to the yacht club.

Limited transient berthing may be available in the Monterey Marina, as well as moorings in the Outer Harbor. Contact Brooks Bowhay, Monterey Harbormaster, at (408) 646-3950 for more information.

The MPYC's clubhouse facilities are still available to members of reciprocating yacht clubs. Also, special arrangements will be made for yachts competing in the March 12 Ano Nuevo race.

**boc challenge**

Phillipe Jeantot, a 30-year old freelance diver from France, continues to dominate the BOC Challenge race, a 27,000-mile around the world single-handed contest. Sailing the 56-ft aluminum cutter, *Credit Agricole*, Jeantot has won the first two legs of the race, and has to be ranked the favorite for the third. Leaving Sydney, Australia on January 16th, the 11 remaining con-



*Credit Agricole.*

testants — 17 started — face 7,800 ocean miles to Rio de Janeiro, including rounding Cape Horn.

Finishing second to Jeantot both times has been South African Bertie

cont'd on next sightings page



## boc — cont'd

Reed, sailing his 49-ft sloop, *Voortrekker*. He has eight days to make up to Jeantot, a challenging but not impossible task in a race that continues to decimate the entries.

Boats lost on the leg from Cape Town to Sydney were, among others, American Tony Lush's *Lady Pepperell*, and Englishman Desmond Hampton's *Gipsy Moth V*. *Lady Pepperell*, a modified Hunter 54 ketch with a cat rig, was 1,900-miles southeast of Cape Town when a rogue wave pitched the boat. Lush was below at the time and unhurt, but the violence of the roll broke the keel bolts and the keel threatened to break loose. Lush radioed for help. Another American, Francis Stokes, was about 40-miles ahead, so he hove to and waited for Lush to catch up. Lush abandoned his stricken boat and joined Stokes on the 39-ft *Moonshine*. The race committee agreed to overlook Stokes' unexpected addition of crew — and any other singlehanders he may rescue along the way. Stokes resumed racing and assigned his "cabin boy" to read Joshua Slocum's *Sailing Around The World Alone*.

The most sentimental loss was *Gipsy Moth V*, the last yacht owned by the renowned solo circumnavigator, Sir Francis Chichester. Skipper Hampton had chartered the 56-ft cold-molded wood ketch from the late Chichester's family. He had not done well in the first leg of the race, but on the leg to Sydney, he stood in second with a day's sail left to the finish. Negotiating treacherous Bass Strait, Hampton slept through a wind shift and awoke when *Gipsy Moth V* grounded on a rocky shore. Hampton scrambled to safety but the boat broke up.

The most loveable entry in the race is Yukoh Tada, a 52-year old taxi cab driver from Tokyo. Besides his sailing skills, Tada is a Zen Buddhist who plays the saxophone and creates abstract art about his voyages. He took second in the small boat division for the first leg, but he suffered a severe hip bruise as the result of a knockdown on the second. He was unable to walk for a week, and relied on a vinegar and potato flour paste combined with pressure therapy for relief from pain. Luckily, he'd had enough sense to wear his hard hat to bed so he didn't suffer additional injuries. Upon finishing in Sydney at 3:00 a.m., Tada played a few licks on his sax to the waiting crowd and inquired as to the location of the koala bears. A BOC staff member dressed in a koala costume presented the adventurer with a stuffed koala doll.

On January 10th, American Dan Byrne landed in Sydney. He placed 10th overall. The ex-newspaper man from Santa Monica had to turn around after the November 13th start in Cape Town due to engine problems and sail damage. He restarted six days later. He experienced few problems aboard his 40-ft cutter *Fantasy* the rest of the way, turning in what would have been the second fastest elapsed time. "The Roaring Forties," he says, "didn't roar. They simpered."

His only close call came in the Bass Strait, the same stretch that claimed *Gipsy Moth V*. Byrne had planned on a 30-minute nap before passing close to one of the many oil rigs. Instead he slept four hours. Luckily he didn't hit the rig. Byrne also ran short on drinking water after a 175 gallon water tank suffered damage the first night out of Cape Town. He relied on soft drinks and fruit juice and limited his use of water for cooking. Arriving 20 pounds lighter than when he left South Africa, he looked fit and was quite happy with his passage. His wife Pat was on hand to greet him, as was Californian Thomas Lindholm who dropped out in the first leg.

(We hope to interview Pat and get a first hand account of her visit with Dan and what the rest of the fleet is like. Look for it next month.)

Robin Knox-Johnston, the first man to sail non-stop around the world alone and race committee chairman for the race, originally thought only eight boats would complete the race. Now he feels the eleven remaining have

cont'd on next sightings page

## sampson

amateur practitioners of the rating art who will fearlessly advise you on possible approaches to rating-reduction. These interpreters are best found hanging around sail lofts and yacht club bars. You can, for instance, move your batteries forward, chop sail area, bolt lead under the foredeck, glue microballoon bumps in the right places — after determining through sorcery where the right places are. None of these expedients will make you sail faster, but they might give you a better rating, which is what that game is all about, isn't it?

For those especially lucky — or terminally masochistic, depending — who own a rather large boat, there are the incomparable rewards of juggling your rating to take advantage of the TransPac's own special modifications to the Rule: for instance, getting your rating down from 84.0 to the TransPac maximum of 70.0.

The sailor who prefers the less-hectic pace of PHRF racing also has the opportunity to alter his rating, albeit through less mechanical means. This requires greater social interaction and less computational manipulation: you must simply badger your friendly neighborhood PHRF handicapper into a more favorable rating by convincing

## self defense and

Sitting around the breakfast table recently, my lady and her visiting mother and I had a spirited conversation about the news story of two women who killed their skipper and dumped his body overboard in the midst of an Atlantic crossing. It seems the two English women, who had signed on the German yacht *Pan Tau* for a crossing from the Canary Islands to the Caribbean, were threatened with rape by the skipper and his first mate. At one point, one of the women was reportedly thrown half overboard when she spurned the skipper's inebriated advances. A few days later during the night watch, a terrific battle took place, with knives and broken bottles. The skipper died as a result and the other three were all injured. They dumped the deceased overboard and proceeded on, making landfall in the Windward Islands 17 days later. The first mate evidently had his ardor cooled by the death of his skipper. My lady and her mother both thought the killing was justified, and I wasn't about to disagree.

We can imagine more than a few other women felt the same way. For example,



## — cont'd

him that the only reason you've never won a race is that your rating is all wrong. You must, of course, avoid letting on that your sails are six-years-old, you never clean the bottom, and your crew consists of the dregs of the Wandering Wharf Rat Association. You will be at considerable advantage in this process owning a custom-built boat, preferably designed for cruising, since you don't want to be compared to the identical boat down the dock that always wins.

As with IOR, but less newsworthy, PHRF has its unique cheating methods. The most popular must be carrying oversized sails. The chances of anyone finding, let alone reading your rating application, are very low, and rarely will anyone be interested in actually measuring your sails. After all, who's to know that your mast is really three feet higher than you told the handicapper?

The rating game can be moderately entertaining, terminally exasperating, or ultimately satisfying, depending on how you play, and who you get to play with you. Since the alternatives to playing the game are 1) learning to sail faster, or 2) buying a new boat, it's certainly worth a shot, isn't it?

— fred sampson

## female freebooters

here's a letter from Wendy McDonald which arrived with a news clipping of the same story:

Note attached article from San Francisco Chronicle, "Two Terrorized Women Kill Skipper at Sea". I'm sure all those women out there who were ever mauled on a boat gleefully clipped this one to send to you. I can hear the chorus now: "It's about time those bastards get what they deserve!"

It is interesting to note that no one seems particularly inclined to prosecute either of these women for the untimely demise of their randy skipper. I imagine the first mate was pretty quiet the rest of the ride home!

Let me state for the record that I have not shared the unpleasantries that women have reported ("girl grabbing jerks" — Elena Garcia, Vol.67), but feel that the article is of interest, especially now that it's Crew List time!

cont'd center of next sightings page

## boc — cont'd

shown they have the grit to make it. Neville Gosson, 55, exemplified that determination. This Australian sailed to the start of the race in Newport, Rhode Island, last summer. So he's already gone around the globe once. He broke his headstay on the second leg and had to spend considerable time up the mast during a freezing gale. He still managed to place third behind Jean-tot and Bertie Reed. "It's a race," Gosson explained. "You just do the best you can with what you've got."

## puerto vallarta race

The 7th biennial Marina del Rey to Puerto Vallarta Race starts on February 19, and there are 23 boats signed up and ready to go on the 1125-mile jaunt. Of particular interest are two boats that were in the original 1971 edition of the race: Sid Renkow's Cal 36 *Sigame*, and Dave Denning's Cal 40 *Montgomery Street* from San Rafael. The latter has new keel and rig and should be racing quite a bit this year. New boats of note are *Magic Touch*, a Santa Cruz 40 skippered by Wayne Colahan; *Revenge*, an Olson 40 co-skippered by Pete Kahn and Tom Miller; and *Hokule'A* is a new Nelson/Marek designed Morgan 45. Besides *Montgomery Street*, Northern California entries include John Williamson's (he's Mr. Mexico) *Pericus*, John Tysell's *Kindred Spirit*, Jeff Trask's *J-Boat*, and Roy Raphael's *Magic Too*.

Run in odd numbered years, the Puerto Vallarta race serves as a warm up for the LA to Honolulu TransPac later in the summer. In keeping with the TransPac's new rating requirement, all entries in the Puerto Vallarta race must rate 70.0 or less. Scratch boat will be John Landon's *Kathmandu*, a Santa Cruz 50 from San Diego.

Among several "pioneering" aspects of the race, the fleet will have a direct tie-in with the U.S. Weather Service in Redwood City for up-to-the-minute forecasting. It also is the first race to serve as a feeder to the Mexico Ocean Racing Circuit (MEXORC) which begins right after the awards ceremony. You can keep in touch with the race standings by calling (213) 823-3843 at any time of the day after February 20th.

Entries for the race are:

Rating	Type	Yacht	Skipper	Club
Class A				
59.9	Santa Cruz 50	<b>Kathmandu</b>	John Landon	SDYC
58.7	Santa Cruz 50	<b>Tribute</b>	James Feuerstein	DRYC
43.6	Santa Cruz 40	<b>Magic Touch</b>	Wayne Colahan	SBYC
41.9	Olson 40	<b>Revenge</b>	P. Kahn/T. Miller	DRYC
41.6	Peterson 50	<b>Checkmate</b>	Monte Livingston	DRYC
39.6	Farr 45	<b>Naiad</b>	Bill Underwood Jr.	SBYC
Class B				
34.8	Swan 48	<b>Panther</b>	Christopher Warner	PMYC
34.5	Morgan 45	<b>Hokule'A</b>	N. Nye/G. Petkovic	MPYC
34.1	Choate 44	<b>Illusion</b>	Ed McDowell	KHYC
33.0	Peterson 40	<b>Ya Turko</b>	George Antarr	PMYC
32.7	Baltic 42	<b>Predacious</b>	Arnie Nelson	DRYC
31.8	Cal 40	<b>Montgomery St</b>	Dave Denning	SFYC
31.1	Peterson 40	<b>Cadenza</b>	Carl Eichenlaub	SDYC
30.7	C&C 40	<b>Italian Stallion</b>	Enrico Ventura	SMYC
30.4	Farr 36	<b>Pelican Express</b>	Bill Crew	VenYC
Class C				
29.7	Offshore 47	<b>Pericus</b>	John Williamson II	SFYC
28.3	Ericson 38	<b>Jump Up Charlie</b>	Chuck Valentich	BucYC
27.0	Peterson 1T	<b>Kindred Spirit</b>	Dr. John Tysell	RicYC
26.0	Ranger 37	<b>Esprit</b>	Ray MacDonald	NorYC
26.0	J/29	<b>J-Boat</b>	Jeff Trask	SFYC
24.8	Wylie 34	<b>Magic Too</b>	Roy Raphael	RicYC
24.0	Cal 36	<b>Sigame</b>	Sid Renkow	DRYC
23.4	Ericson 35	<b>Aquarius</b>	John A. Belanich	MBYC



# SIGHTINGS

## big daddy and the ior

The Richmond YC's Washington's Birthday weekend series for IOR boats on February 19-20 has been dubbed the "Big Daddy" regatta. This is to honor the father of our country, not the typical owner of an IOR boat. There's still time to register for this event, and don't miss the gin-fizz pancake breakfast on Sunday morning. For an entry form, contact Gary Clifford, c/o Richmond YC, P.O. Box 295, Point Richmond, CA 94807 or call (415) 233-9833.

The Big Daddy affair is just the start of a very ambitious IOR season for the bay and ocean. Two new series have been added as well as a division for ultra light displacement boats (ULDB's). We couldn't begin to try and explain the schedule so we've reproduced it below. The two new series are the Waterhouse in the spring and the IORDA championship in the summer. For more information contact the Yacht Racing Association office at 771-9500.

IORDA 1983 SCHEDULE					
Dates	Races	Water-house	Dan-forth	IORDA Champ	Gulf of Farr.
April 2	Lightship Race	1 pt.	1 pt.		
April 9	RYC Bay Race	1 pt.			
April 16	Montara-Farallons		3 pts.		
May 7	Farallons	2 pts.	2 pts.		
May 15	CYC Bay Race	1 pt.			
May 28-30	Corlett	3 pts.	3 pts.		
June 8-11	LBRW				
June 18	SMYC Bay Race				
July 31	Drakes Bay				2 pts.
August 7	SRYC Bay Race			1 pt.	
August 20	Duxbury-Lightship				1 pt.
August 21	Bay Race			1 pt.	
August 28	IYC Bay Race			1 pt.	
September 10	SCC Bay Race			1 pt.	
September 24	GGYC Ong				2 pts.
October 1 & 2	Half Moon Bay				2 pts.

## december storm

One of the strangest incidents of the big December storm last year was the breaking loose of a whole section of docks at the Alameda Yacht Harbor. Mrs. Vivian Stone of Hayward recounts what went on that night:

"As we sat in our living room December 22nd, the night of the big storm, all snug and secure, with the electricity coming on once again and a nice fire going in the fireplace, we felt pretty smug! Our home had weathered the storm, and we knew our boat had good sturdy lines attached to a good berth in a safe harbor. We were never more wrong! A brief announcement on Channel 7 blared out that Alameda Yacht Harbor had been considerably hit by the high winds, and many boats were torn loose. We jumped in our car and headed for the harbor, with all kinds of ominous thoughts running through our minds.

"Upon arrival at the Alameda Yacht Harbor there was total darkness and a strange milling about of people. Then the realization hit us that the entire inner harbor of Alameda Yacht Harbor was gone — no boats, no dock — just eerie black water where our boat had once been. It was as if a black hole had swallowed up over a hundred boats. The first question that was

cont'd on next sightings page

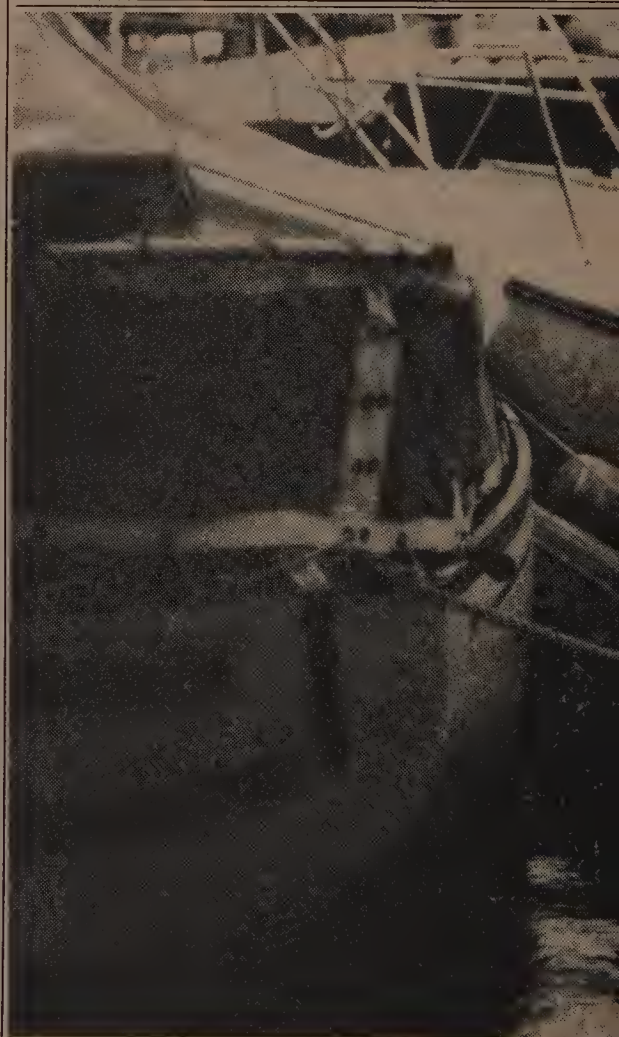
## self-defense

By coincidence, we had read just about "Female Freebooters" in an issue of *Sea Heritage News*, a publication of the Sea Heritage Foundation of New York. There have been a number of female privateers in history, such as the American Fanny Campbell and China's Madame Ching. Two of the most famous female freebooters, or pirates, were Anne Bonny of Ireland and Mary Read of England. Both survived rough childhoods

## gold

A knowledgeable ear on the waterfront reports that a well-sponsored IOR yacht will make an attempt to break one of sailing's great record runs later on this year. The run in question is the famous Gold Rush trip from New York, around Cape Horn, to San Francisco. The current record of 98 days was set by the famous clipper ship *Flying Cloud* during the height of the Gold Rush. During the trip she averaged 168 miles a day, something many yachtsmen think is well within reach of a contemporary IOR machine.

Although the ear at first declined to name the boat that would make the challenge,





## — cont'd

in the 1700's and eventually found each other aboard the pirate vessel of "Callico Jack" Rackham. They marauded and swashbuckled with the best of them, and at times they were even more violent than the men. Mary Read once challenged a fellow brigand to a duel and split open his skull.

Both were eventually captured and would have been hung with Rackham had they not been pregnant.

## rush

after wrestling him to the ground and twisting his arm, he did reveal she's an 80-footer designed by Doug Peterson. The record attempt is slated to begin the week before the America's Cup defense, both for maximum publicity and because it would put the boat off Cape Horn during its calmest months.

Some of you may remember that the big ketch *White Hawk* was slated to make an attempt at the record a few years back and that there was to be a singlehanded race over the same course with a \$25,000 prize. Neither of those took place, but the ear assures us this attempt will truly come to pass.

## storm — cont'd

uppermost in everyone's mind was, "Did our boat sink?" The few remaining sections of docks were twisted and pushed up against other docks, and boats dangling here and there were banging against each other. It was a total disaster area, but there appeared to be no panic and no serious injuries.

"Trying to get answers to questions was almost impossible. The 100 to 120 boats that had disappeared — we had no correct count at that time — were finally spotted in the Estuary, floating toward the Park Street Bridge. The Coast Guard, Navy and many helpful sailors had evidently secured the floating docks and boats to whatever they could, to ride out the storm and minimize the damage. It was as if several little marinas had popped out of nowhere up and down the Estuary.

"It took us about two hours before we were able to get any information about our boat — a long two hours. Someone had seen it tied up at Svendsen's Harbor — and sure enough, it was there — tightly moored and still in one piece. It was chewed up in various places and our anchor and a few other things were missing, but our *Vivacious II* was a beautiful sight! We thank Heaven for the helpful person or persons who found our boat and took such good care of it.

"*Vivacious II* is now safely moored at the new Marina Village, but I wonder if we will ever again feel 'safe' and 'smug' during a storm."

Vivian Stone

First Mate

*Vivacious II*

Damage at Seabreeze Marina.





# AFTERMATH

The volleyball game at right between the 'Road Apples' and the Mexicans took place at the beach at Cabo San Lucas, where only one month before the worst disaster in cruising history had occurred. If you were wondering what the impact of 28 beached boats has been on other cruisers, the best answer is probably "very little".

The boats that survived the gale force winds and large seas have mostly continued on their way. The new boats that arrive take a look at the few remains and then go on to play volleyball and enjoy the many natural treasures of Baja. Their attitude is not, "It couldn't happen to me," but "I'm lucky it didn't happen to me." Nonetheless nobody is about to abort any cruising plans.

With the passing of a month the beach at Cabo has mostly returned to its natural state, dotted with just enough empty hulks to remind sailors to be vigilant and to fascinate tourists. The hulks are a part of distant history now, for all anyone could tell might have been there for ten years.

All the boats that can be saved — except one — have been saved. The remaining 'possible' is the Valiant 40, *Tempus*, which had been tangled with *Sea Wren*. Remarkably the hull of the Valiant — still in the surf line — shows no damage. Word has it that the salvage rights belong to local 'Doc' Ross, who eventually plans to suck the sand

Jim, Heidi, and White Wings, have left for the Marquesas.



and check out the buried half of the hull before making a final decision on a salvage.

Rado and the folks from the schooner *Ellias Mann* have refloated Bernard Moitessier's *Joshua*, which now is anchored in the middle of the bay. We asked them how it was going, and they laughingly shouted, "We proved *Latitude 38* wrong!" And so they had. There's few obstacles big enough to stop a couple of folks with a powerful desire.

Rado figures that the salvage will cost "a couple of thousand dollars" and a couple of months time. They reported 'finding' enough spars and stays on the beach to rig the boat — *Joshua* originally had telephone poles for masts — and hope to be sailing for Costa Rica in a month or so.

The salvaging of the *Endurance 36*, *Ayorama*, also came as something of a surprise to us. The combination of a Cat lifting/pushing and a boat pulling succeeded in getting her back in the water. She's now tied to the inner harbor seawall, with her rig up, but her pilothouse virtually gone and her interior gutted. It will take a lot of money and

Sunday at the beach, Cabo San Lucas style.

labor to get her sailing again, the question is whether it's worth it or not. Her tender was recovered from the Port Captain, who was spotted rowing it about.

The Olson 40, *Notorious*, was pulled back into the water and now floats in the inner harbor also. 'Beachwalk superintendents' were critical of what they considered a "noisy" refloating that they feel may have caused necessary damage. But she'll sail again.

The Omega 46, *Grace*, was pulled into the water and sailed up to La Paz. The Taiwanese boat suffered least damage of any boat that went up on the beach.

*Vagabundo*, the Bristol Channel Cutter still lies on the beach, but only because repairs are being made slowly and carefully. She won't quite be the exquisite gem she once was, but after some repairs in Cabo and La Paz, she'll be perfectly satisfactory and much stronger than many boats on the ocean. The owners were able to purchase the boat from their insurance company, and have come out of the misfortune in quite



ALL PHOTOS BY  
RICHARD/LATITUDE 38



good shape.

The Cabot 36, *Dancing Bear*, was refloated and pulled into the inner harbor about a week after the storm where she remains, damaged but worth repairing. Of the other 21 boats that went up on the beach, nothing remains but few washed out hulks.

Of these, only the bow of *Gypsy Magic* will see further duty, and that as a nautical decoration at the entrance to the Las Palmas restaurant, just a few yards from where she was wrecked.

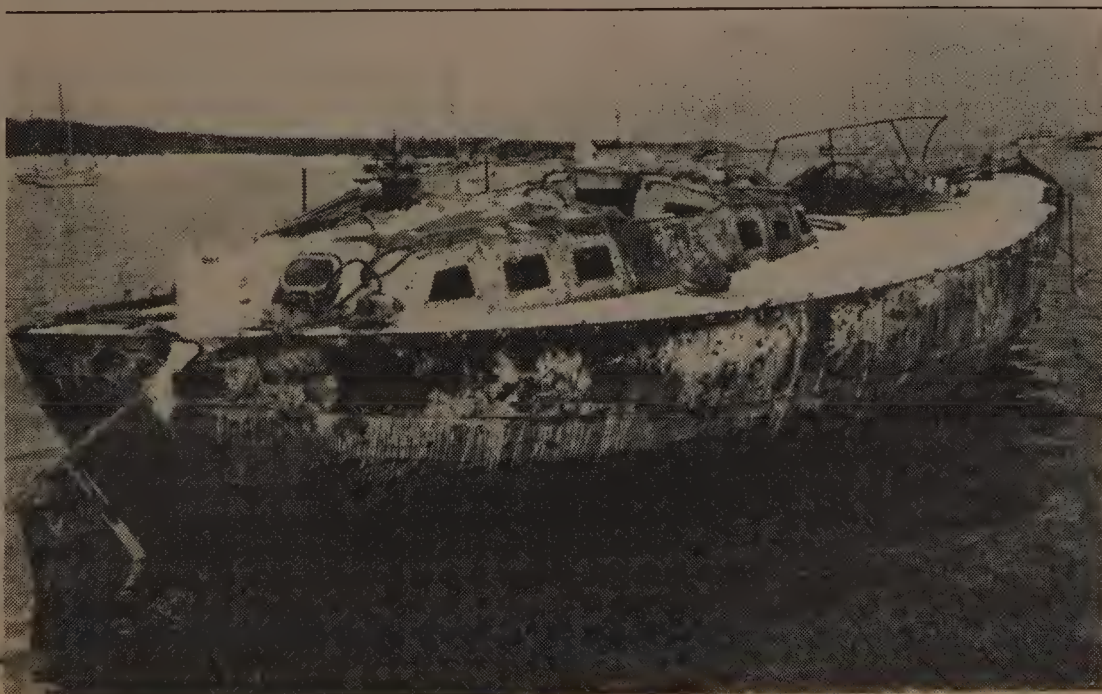
As for the town of Cabo San Lucas, it's charming as ever, but growing fast. Modern touches are being seen everywhere; there's a Pac-Man game at Leonard's tacqueria, for example; proposed boatside garbage pick-up for 100 pesos (about 70¢); and a little tinge of American style sex appeal in the form of the shapely Mexican waitress wearing black toredor pants at Estrella's cheeseburgers.

Relative to years past, Cabo is crawling with tourists, and with the low prices, it's no wonder. Last winter it was 26 pesos to the dollar; this year it's 160 pesos to the dollar. That translates into a round-trip airfare from Tijuana to La Paz for just \$41; air-conditioned hotel accommodations with pool at the delightful Mar del Cortez are \$12 a night; and huge BBQ'd fish dinners for \$1.50.

This makes for some of the most inexpensive cruising ever. Chuck and Anna Cagle, on the Fuji 32 *Tinette*, kept meticulous records of everything they spent in December. Eating out three times a week, the grand total was \$172.

Transportation	6.97
----------------	------

Moitessier's *Joshua*, back at anchor in the bay.



QUARK  
SAN FRANCISCO

Singlehander Dave Symonds of San Rafael.

Fuel	21.35
Laundry	7.32
Ice	6.51
Misc.	5.49
Entertainment	17.52
Food	106.91

Total	\$172.07
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The Cagle's plan to stay in Mexico for at least a year.

Of course the big deal is Cabo is the inner harbor, which is rapidly becoming a 400-600 berth marina. Fancy two-lane streets — paved even! — lead up to it, and tile promenades have been laid around much of the perimeter. This is going to be a showcase and a money-maker.

To date many yachties have been 'free-loading' by anchoring in the calm waters of the inner harbor, taking a respite from the sometimes rolly conditions out in the bay. There're a lot of Northern Californians down there, like:

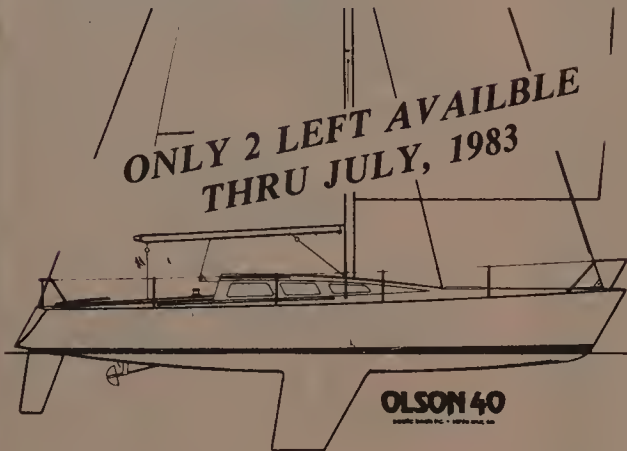
Jerry and Joyce — gosh we forgot their last name — on the Tartan 37 *El Milagro* with their kids Justin (14) and Trevor (12). They've come to Baja after living in Oakland for 25 years, wanting their children to "see all the critters", get an education, and to have a little seclusion. The whole family is



## PT BONITA YACHTS

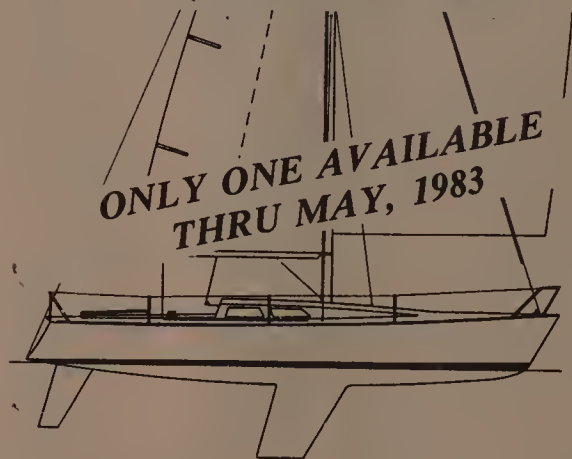
399 HARBOR DRIVE, CLIPPER YACHT HARBOR, SAUSALITO, CALIFORNIA 94965, TEL: (415) 332-1130

### RACING OLSON 40



This long anticipated new Olson has set the yachting world buzzing. Bob Perry . . . "I loved the boat. It was easy to sail, had a powerful feel, a helm with perfect balance and very, very fast." First in Mazatlan Class B. San Francisco one-design Ocean & Bay fleet forming. Nationals here in September 1983.

### OLSON 30

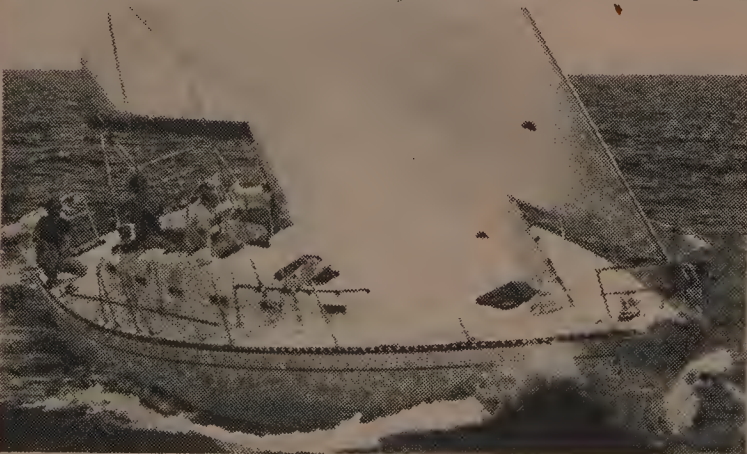


A design that has become a legend in only a few years. Has captured the hearts of singlehanders, Ocean and Bay and one-design racers, and sailors who respond to the joy of sailing. The S.F. class organization is stronger than ever — sailing one-design in Mid-Winters and ODCA. Nationals here in August 1983.

**JOIN "TEAM BONITA" FOR THE RICHMOND YC INVITATIONAL ULDB/IOR REGATTA,**

### CRUISING THE SPARKMAN & STEPHENS 47 AND 40

**PURCHASE A CHARTER YACHT IN  
FEBRUARY '83 — NO PAYMENTS UNTIL JULY '83**



Attention to detail is the hallmark of these elegant cruising yachts from the design firm of Sparkman & Stephens. We urge you to compare every aspect of these designs with any other blue water cruising yacht available. Her fine lines, gracious yet seaman-like accommodations, Rod Stephen's stringent engineering standards, and impressive array of the best equipment make her stand out from her competition.



A limited number of these yachts are available for placement in the Stevens of Annapolis Charter Management Programs in La Paz, St. Lucia and Tortola. Complete details are available for individuals or corporations desirous of the significant tax benefits which may be available through charter boat ownership.



## EXPRESS 27



LARGEST MID-WINTER  
ONE-DESIGN

Carl Schumacher's newest, fastest growing MORC and Bay fleet around. State-of-the-art construction, comfortable interior and exceptional ease of handling have made her a hit with ocean sailors as well as with day sailors. Extremely active one-design fleet — both Bay and Ocean.

## MOORE 24



TWO AVAILABLE BEFORE  
START OF ODCA

The George Olson-design that started it all. The first production ULDB and still one of the best. Ron Moore's fiberglass work and George Olson's designs revolutionized the concept of the production boat. Whether ocean racing, one-design racing or day sailing, the Moore 24 is the classic choice.

19-21 FEB. 1983

# BROKERAGE

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Brokerage is more than publishing a laundry list. It requires brokers who know the yachting market — what's out there and how to find it. It requires brokers who can translate your requirements into a specific yacht. Whether you want to win the Vallejo Race or the SORC, cruise to Petaluma or Riatea, we can provide the proper yacht for the job.



**J.J. FLASH.** Custom Davidson 50 — Clipper Cup sensation — sure bet for TransPac and contender for new IOR ULDB Division honors. \$240,000



**IRRATIONAL.** Custom Peterson 41 — 1st S.F. Challenge Cup; 1st Stone Regatta. U.S. Clipper Cup team '82. Excellent condition, ready for Danforth or SORC. \$167,000

Zamazaan	Farr 52 Great buy for TransPac contender	\$255,000
Annabelle Lee	Peterson 48 Owner financing Reduced	300,000
Celestial 46	CenterSOLD it crusing. Reduced	109,750
Bad Habits	Mull 45	165,000
Spencer 44	Ready for liveaboard or- passage	167,500
Swan 43	S&S/Nautor Classic	116,000
Swift 40	S&S center cockpit	111,000
Olson 40	Available for Charter & Purchase	
Cal Corinthian 39	Excellent gear, assumable loan, must sell	109,000
C&C 38	'The Entertainer' Great bay or ocean boat. Loaded.	78,000
Tartan 10	2 from	33,500
Ooh Noo	Cstm Peterson 31 International winner, ready for bay or ocean.	44,500
Olson 30	from	27,500
Cal 2-27	Excellent condition, loaded, diesel	28,500
Dufour 27		26,500



# AFTERMATH



Gary Baker's having fun — and perhaps tonsil trouble — in Mexico.

enjoying themselves and will stay in Mexico all year if they can get insurance.

About four years ago they were sailing Flying Dutchman's, trying to get the fleet going again on the bay. They bought the Tartan in 1980 when they discovered that the FD was too hard on their "old wrecked bodies". Once a train driver for BART, Jerry injured himself in a fall and had spent two summers in a body cast. Figuring this might be their last chance to cruise, they grabbed it.

*El Milagro* is 'natural'. She's got no vane, no autopilot, no loran, and no SatNav. They have a speedo but no log, so make DR entries every 15 minutes. It's worked great.

**M**artin Hansen, with Steven (19) and Kathleen (17), had been in Cabo on *Haliato*, a 35-ft Cross tri. Unfortunately they had to take off for P.V. to tend to a case of tonsillitis. Both the kids, top students, and are taking a 'sabbatical'.

Anchored not far away was Dave Symonds, on *Quark*, a Farallon 29. Dave purchased the boat after seeing her advertised in *Latitude 38* by another Dave, Dave Case, who had sailed her to New Zealand and back. *Quark* will spend the year in Mexico.

After six years of building the Atkins Ingrid, *White Wings*, in the Napa River, Jim and Heidi Soderstrom couldn't bear the thought of spending another winter in northern California. So the highschool industrial arts teacher and Russian instructor ("briefly") had to head south. Unlike most boats this year, they had very light winds all the way to Cabo.

Jim and Heidi have left for the Marquesas by now and have loose plans to go all the way to New Zealand, "if it stays good and fun". Feeling guilty about it, they just purchased a SatNav, figuring it would be good insurance among the tricky currents and low-lying atolls of the Tuamotus.

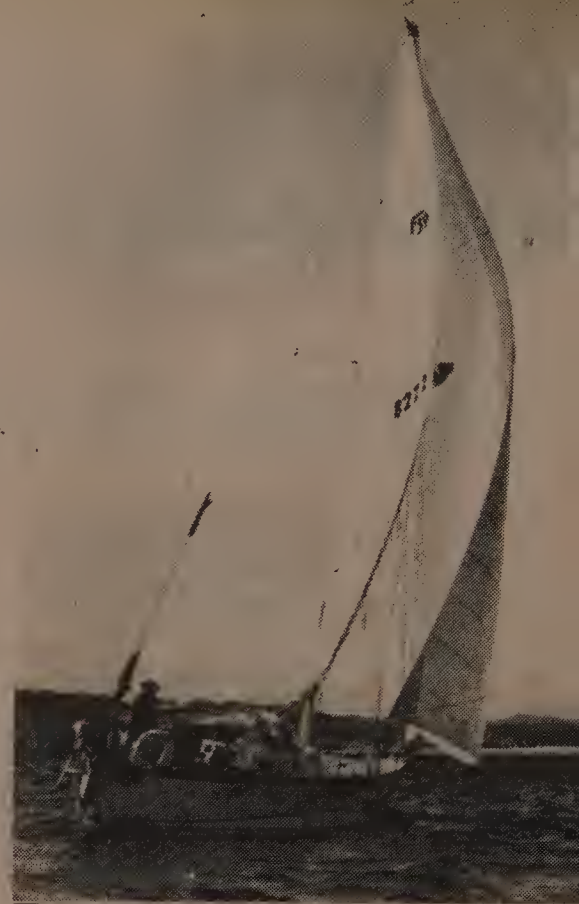
Tied to the seawall was *Volante*, the 42-ft George Wayland wood design, with Al, Peggy, and cute 9-year-old Chrissie Blair aboard. The Blairs had spent years rebuilding *Volante* in Sausalito, and after a year in Mexico find owning a wood boat is "terrific". "The worst is the pain and agony of watching Al watch his varnish go to hell," reports Peg. The Blairs had a good experience hauling their boat in Guaymas during the summer, although it rained the one time Al tried to varnish.

**P**eggy's two favorite spots to date are the areas around Puerto Escondido, although not Puerto Escondido itself, and Puerto Vallarta. Escondido has many great anchorages around Danzante Island, while Puerto Vallarta has a bit of culture that otherwise can be hard to find. The El Camino



Three of the four on *El Milagro*.

Hotel in Puerto Vallarta puts on two 'cultural' events each month — free — which is a nice change.



The arches of Cabo San Lucas, as seen from 5 miles out.

Daughter Chrissie has had great support from the Sausalito school system, which let her take books for the first year. Now she's on the Calvert program which is "very organized, very good and very hard on the teacher". *Volante* will be spending another year in Baja. "The longer we stay here the more we just seem to have just scratched the surface," says Al.

The only northern California trimaran in the area was *Dorvida*, a 45-ft Piver owned by Bob & Cec Congdon of Eureka. They're on their way to the Bahamas to meet Fred and Audrey Goodwin, also of Eureka, who built a Piver 40 and sailed it to the Bahamas last year.

Bob is a "semi-retired" corporate pilot and finds a lot of other former pilots out sailing. The Congdon's bought the boat six years ago with this trip in mind. Cec says cruising is like her old real estate job in the sense there is lots of problem solving to be done. "I'm





making it, though," she says, "and it's a great learning experience."

Once an active racer in TransPac's, Tom Harney of Tiburon is taking *Andiamo*, his Swan 55, to the Caribbean for charter work. For chartering the fancy boat has been duded up even more, with a water-maker capable of producing 400 gallons a day, scuba compressor, ham radio, microwave oven, and video equipment in addition to the gear the boat already had, like air conditioning, radar, a 7.5 KW generator, and lord knows what else. "I'm in cruise mode", says Tom, having at least temporarily given up racing. He figures he can cruise in style for two years for the \$35,000 it cost him to take *High Noon* in the 1981 TransPac.

Anchored near *Andiamo* was *Shenani-gan*, a Valiant 32 kept in Ballena Bay and owned by San Jose residents Brooke and David Hollack. David, in the electronics field, and Brooke, a nurse, had spent the summer months cruising the Pacific Northwest, an experience they said made it seem like there never had been a summer. And while they'll probably not do that trip again because of the cool temperatures, they "really liked it". Both feel their boat is just the right size and style, and feel it's unfortunate they are not longer made.

San Franciscans Bob and Judy Weitzmann are cruising in Cabo on their Golden Wave 42, *Quest*. Judy says their brief three-month cruise is "basic training" for a two or three year trip a couple more years down the road. Then Bob figures they'll want an even

bigger boat, perhaps 46 to 48-ft with even more comforts and gear. But for now they're very happy with the *Golden Wave*. "God yes, we're enjoying ourselves," says Judy, who flew back to the City briefly, but after just three days "had had enough".

Bob and Judy had developed a great friendship with Gary Baker of Alameda on the Columbia 28, *Mottley*. Gary gets to cruise until June, at which time he's got to be back to work at Flying Yacht Works in Alameda, a co-op where yacht interiors are built.

Gary's beefed up his Columbia and finds it's big enough for a maximum of three, but needs some wind to move. He notes they put up the chute when other boats are heading for cover. The day we talked to Gary he suspected he might have tonsillitis; if not he'll push on to Acapulco before heading back for work.

Chrissie Blair's favorite playmates in Cabo were Cloud (10) and Joshua (9), sons of Stan and Christine Halvorsen on *Indian-*



Tom Harney, at the wheel, and the crew of *Andiamo*.

head, a George Stadell mahogany ketch out of Sausalito. Veterans of previous trips to Hawaii and Mexico, they're moving on to Costa Rica and eventually through the



*Gypsy Magic*, headed for Australia a month ago, now adds a nautical flavor to the food at the Las Palmas restaurant.

Canal.

A boat that left before we got to it was *World Citizen*, a Golden Gate 30 from Larkspur, owned by Jack Ronalter. He took off for the Marquesas and beyond.

Also in Cabo was *Blue Sky*, a Mason 43 with Bob Lefevre and Cy Eaton, and their crew, which included Michael and Michelle, a Kiwi couple they'd recruited from a Classy Classified. They were having a great time, in this "internship" for an eventual longer cruise.

But nobody in Mexico was having a better time than Brian Bergot of Sausalito on his Garden 41 ketch, *Golden Apples*. A Golden Gate Transit employee, Brian baptized a child in Turtle Bay, performed a wedding on the beach at Cabo, and helped his 'Road Apples' defeat the 'Inner Harbor Wimps', the Mexicans, and all the other teams to win Las Palmas Restaurant's big volleyball tournament. While Brian planned on staying in Cabo for about a month before he had to head back north, most boats were wearing on city life and about to head off to more isolated places in the Gulf and over on the mainland.

Marvelous Mexico, you may want to make it on down yourself next year.

— latitude 38



# CREW LIST

So everybody gets ample opportunity to get their names on *Latitude 38's* Crew List, we're publishing all the Crew List application forms again this month. To clear up one minor confusion, if you want to crew on a cruising boat and a racing boat, you don't have to pay the \$5 'advertising' fee twice; once is fine. If you already paid \$10 to get your name on both lists, you should ask for a \$5 refund.

If you're a boatowner looking for cruising crew, racing crew or are willing to take a group out on social sails, remember you don't pay anything — and you still get to come to the Crew List party.

What about the Crew List party? Depending on exactly how many folks sign up on the lists, there will either be one or two parties, most probably one in Sausalito and possibly a second in Alameda. Although the dates haven't been finalized, it will almost certainly be on either the 5th, 6th or 7th of April. Those are mid-week dates so lots of folks won't have conflicting commitments, and are just a few weeks before Opening Day and the start of the racing season.

As we mentioned last month, there'll be free popcorn, but a lot more, too. We've conned our friends at Pusser's Rum into hosting a happy-hour featuring free Pusser's Rum Pain-Killers, dispensed by 'Jack Tar' in his authentic 17th Century sailing togs. That

## I WANT TO CREW ON A RACING BOAT

NAME: \_\_\_\_\_

AGE: \_\_\_\_\_ SEX: \_\_\_\_\_

PHONE OR ADDRESS: \_\_\_\_\_

### I WANT TO RACE

1.) \_\_\_\_\_ Bay

2.) \_\_\_\_\_ Ocean

3.) \_\_\_\_\_ TransPac (July)

4.) \_\_\_\_\_ Mexico (Nov. '83, Feb. '84)

### I PREFER

1.) \_\_\_\_\_ Boats under 30-ft.

2.) \_\_\_\_\_ Boats over 30-ft.

3.) \_\_\_\_\_ Dinghies.

### MY EXPERIENCE

1.) \_\_\_\_\_ Little, less than one full season on the Bay.

2.) \_\_\_\_\_ Moderate, 2 full seasons or more, some ocean.

3.) \_\_\_\_\_ Mucho, years and years, bunch of ocean.

### I WILL

1.) \_\_\_\_\_ Help with bottom, do maintenance - anything!

2.) \_\_\_\_\_ Play boat administrator, go-fer.

3.) \_\_\_\_\_ Go to the masthead to retrieve the halyard at sea.

4.) \_\_\_\_\_ Navigate, I've got lots of experience.

5.) \_\_\_\_\_ Do foredeck - I've got lots of experience.

6.) \_\_\_\_\_ Do grinding, I've got muscle.

## I AM LOOKING FOR CREW TO RACE ON MY BOAT

NAME: \_\_\_\_\_

AGE: \_\_\_\_\_ SEX: \_\_\_\_\_

PHONE OR ADDRESS: \_\_\_\_\_

MY BOAT IS A: \_\_\_\_\_

### I PLAN TO RACE

1.) \_\_\_\_\_ Bay

2.) \_\_\_\_\_ Ocean

3.) \_\_\_\_\_ Mexican Races

4.) \_\_\_\_\_ MORA

5.) \_\_\_\_\_ 1983 TransPac.

### I WANT CREW

1.) \_\_\_\_\_ Who will consistently put out 100% for the chance to get experience, and won't complain when cold, bruised or scared shitless.

2.) \_\_\_\_\_ With at least a full season racing experience.

3.) \_\_\_\_\_ With over 3 years experience.

### I RACE

1.) \_\_\_\_\_ Nights and casually for relaxation.

2.) \_\_\_\_\_ Pretty seriously.

3.) \_\_\_\_\_ Very seriously. I want to win.

should break the ice and help make new acquaintances. Pusser's has also graciously agreed to furnish a dozen America's Cup mugs and a \$55 flagon full of Pusser's Rum as door prizes.

Josh Pryor's China Basin Charters has put up a lunch cruise for four people as a door prize. These lunch cruises include food and wine, which rated four stars by the *Examiner* critic. The trips are on *Ruby*, Josh's 64-ft steel sloop built especially for the charter trade.

There'll be other goodies, too, including a bunch of *Latitude 38* T-shirts.

For a bit of entertainment during this loosely structured evening, John Neal and Sue Frederickson — the authors of the 'Milk Run' series currently running in *Latitude 38* — will show a 20-minute film on sailing in the South Pacific and some of their personal slides from the South Pacific. We've seen the stuff and guarantee it will make you horny for sailing, not for sleep.

Everyone at the party will be given color coded name tags to identify them as either



looking to crew or looking for crew. The onus of making new friends is going to be on your shoulders, but we'll try and provide as conducive an atmosphere as possible.

Since indications are there will be no shortage of people, you'll have to have signed up for the Crew List to be allowed in the party. If your name isn't on the Crew List, we're afraid we're not going to be able to let you in. So if you don't want to miss out, don't delay in filling out the appropriate form on these pages.

As of January 18 — just two weeks after the magazine first reached the outlets — the response to the list has been very good. Twenty-seven owners indicated they were looking for cruising crew (twenty of them to far distant cruising destinations). Thirty-six people, including 22 men, 13 women, and one couple indicated they were looking for a berth on a cruising boat.

Ten boatowners said they were looking for racing crew, and two of these owners were women. Twenty-seven men indicated they were looking for positions on racing boats, as did ten women, and one couple.

Sixteen boatowners, three of them

## I WANT TO CREW ON A CRUISING BOAT

NAME: \_\_\_\_\_

SEX: \_\_\_\_\_

AGE: \_\_\_\_\_

PHONE OR ADDRESS: \_\_\_\_\_

### SAILING EXPERIENCE

- 1.) \_\_\_\_\_ None, but I'll do anything within reason for the chance. I understand from time to time I'll probably get cold, become seasick, get pissed at the owner, and wish like hell I was anywhere but on the boat. I'm still game.
- 2.) \_\_\_\_\_ Some, at least 20 sails on the bay, while being **active** and suffering the normal bruises, cuts, and hollering.
- 3.) \_\_\_\_\_ Moderate, several years **active** crewing on Bay or at least one trip to Southern California.
- 4.) \_\_\_\_\_ Lots, several long ocean passages.

### I WANT TO CRUISE

- 1.) \_\_\_\_\_ Locally, around the Bay and up the Delta.
- 2.) \_\_\_\_\_ Hawaii and points west this summer.
- 3.) \_\_\_\_\_ Seattle and Alaska this summer.
- 4.) \_\_\_\_\_ Van Nuys Boulevard in a Corvette.

### I CAN OFFER

- 1.) \_\_\_\_\_ At least \$200 a month to share expenses.
- 2.) \_\_\_\_\_ Mechanical skills: engine, electronics, refrigeration.
- 3.) \_\_\_\_\_ Elbow grease for bottom work, varnishing, & other upkeep.
- 4.) \_\_\_\_\_ Navigation skills. I've taken over 100 shots at sea.
- 5.) \_\_\_\_\_ Cooking and cleaning skills.
- 6.) \_\_\_\_\_ Ornamental skills. I look great in a bikini.

## I AM LOOKING FOR CRUISING CREW

NAME: \_\_\_\_\_

SEX: \_\_\_\_\_

AGE: \_\_\_\_\_

PHONE OR ADDRESS: \_\_\_\_\_

### WHERE & WHEN

MY BOAT IS A: \_\_\_\_\_

I PLAN TO SAIL TO: \_\_\_\_\_  
(Mexico, Hawaii, etc.)

ON THIS DATE: \_\_\_\_\_

### I AM LOOKING FOR CREW

- 1.) \_\_\_\_\_ That is male.
- 2.) \_\_\_\_\_ That is female.
- 3.) \_\_\_\_\_ Whose sex is unimportant.

### MY CREW SHOULD

- 1.) \_\_\_\_\_ Be willing to share expenses such as food and fuel.
- 2.) \_\_\_\_\_ Be willing to bust butt preparing boat.
- 3.) \_\_\_\_\_ Have more desire than experience.
- 4.) \_\_\_\_\_ Have lots of ocean experience.
- 5.) \_\_\_\_\_ Know celestial navigation, **really** know it.
- 6.) \_\_\_\_\_ Have mechanical skills for engine, etc.
- 7.) \_\_\_\_\_ Be unattached and unopposed to the possibility of a friendship blossoming.
- 8.) \_\_\_\_\_ Look good in a bikini.

women, indicated they would be willing to take small groups out for social sails. Seven men and thirteen women said they'd like to go on such sails.

If you want to sign up for the list, remember that the deadline for looking for berths on racing boats and offering berths on racing boats is February 15th. Applications after that date cannot be accepted since the results of that list will be published in the March issue that is distributed the first week in March.

The deadline for the social sailing and cruising categories is the 10th of March. If it's not in by that date, you'll have to wait until 1984.

As one fast reminder, if you are looking for a crew position on any of these boats, you must pay a \$5 for advertising your name. By filling out the application you take complete responsibility for everything that happens to you for putting your name on the list. If you have a boat and are offering crew positions, you've got enough expenses and there is no fee.

In last month's issue we printed a letter from Elena Garcia, who had some turbulent



# CREW LIST

experiences sorting through the list before finding the right person to sail way south with. We published her letter to give you an idea of the negative kinds of experiences that are possible. This month we'd like to paint a little brighter picture, by one of the many people for whom the Crew List has led to a good experiences in year's past. This 'picture' comes complete with a few suggestions for the folks with boats and for the folks looking to get on boats:

Latitude 38:

As I look forward to another great year of sailing on the Bay, I want to thank you so much for making the Crew List available to myself and many others who do not have full-time access to deep-water sailing boats.

During 1982, I made lots of new friends and had many new sailing experiences on a

**I'M SINGLE**  
**AND HAVE A SAILBOAT I'D BE WILLING**  
**TO TAKE SINGLE GROUPS OUT ON.**

NAME: \_\_\_\_\_

AGE: \_\_\_\_\_ SEX: \_\_\_\_\_

PHONE NUMBER OR ADDRESS: \_\_\_\_\_

crew, particularly when it is in something 35-ft plus.

2. Always offer to bring eats, even if it's deemed unnecessary. No skipper has ever indicated that he wished I hadn't, especially

not to wait one mintue past the designated departure time if you are not there. Make yourself very clear, as he may be depending on your sole help to man the boat. Be sure and have his phone number where he can be reached on the sailing day.

4. Expect to be held responsible for equipment you break or damage through your negligence or lack of know how. Winch handles have an affinity for the bottom of the bay!

To the Skipper:

Be honest when you call those lovelies up! Let them know what you expect! This will save you both lots of time and much frustration. There's a sailing type for everyone; it's just a matter of working through the crew list to find them. I must admit that most skippers that called me in 1982 were great about this. Many were looking for live-aboard mates, etc. We saved each other many uneventful sailing days by being up front from the start.

Thank you again for the opportunity to be on the crew list. I look forward to another super year of great sailing, making new friends and possibly a fantastic romance!

Signed, catherine bordner

**I'M SINGLE**  
**AND WOULD LIKE TO**  
**DAYSAIL WITH GROUPS OF SINGLES**

NAME: \_\_\_\_\_

AGE: \_\_\_\_\_ SEX: \_\_\_\_\_

PHONE OR ADDRESS: \_\_\_\_\_

variety of sailboats. For those who would put their name on the crew list, I would like to offer this advice:

1. Be clear about your sailing ability. Ask the skipper about his. It is no fun and positively terrifying to be past the Gate in a 30 knot wind with an amateur skipper and

when it's from my own kitchen — and never take anything breakable or something that you would die over if it went overboard; like your sterling silver server.

3. Show up! . . . and on time! If you are truly a fair-weather sailor, advise the skipper




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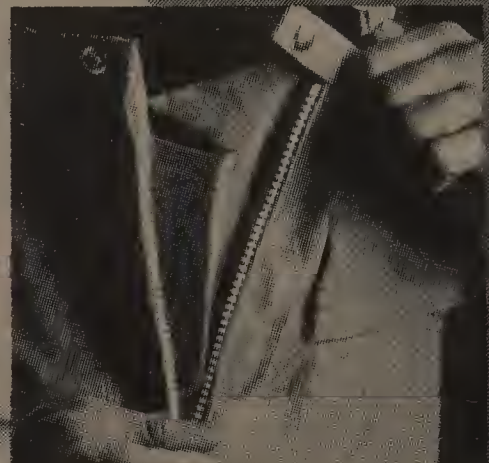
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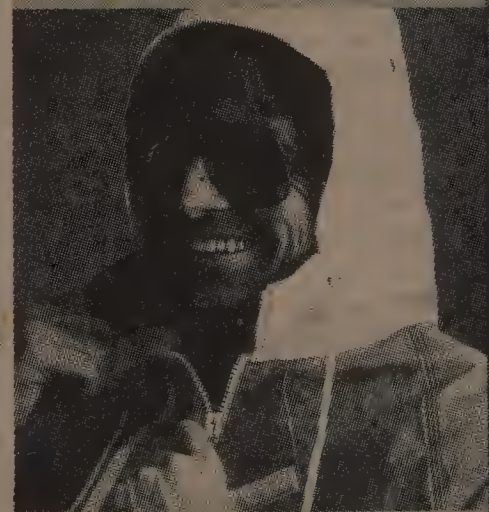
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# BEWARE

After leaving St. Thomas it took two-and-a-half years to singlehand my Catalina 27 around the world. The trip was not always sundrenched decks and exotic ports. There were tense moments, like the time *Juggernaut* was an island giving me refuge from

ailments one never hears about until one is afflicted by it and then discovered just how prevalent among yachties it really is. The op-



LATITUDE 38/RICHARD

frenzied sharks in the clear lagoon of a Pacific atoll named Suvarrow. The small but rugged sailboat carried me through reef-studded seas and across gale ravaged waters. On several long passages I wondered what intangible forces were at work when a sixth sense would warn me just in time that a mighty steel ship was about to end the trip in the midst of an otherwise desolate ocean. But the circumnavigation was a success! The most treacherous part of all proving to be the assumed benign rays of the sun.

Warnings have occasionally been written about the harmful effects of over exposure of a sailor's eyes to the ultraviolet rays of the sun. These warnings seldom elaborated as to just what would eventually happen.

The first year of sailing kept me in the sunny equatorial yachting route of Panama, the Galapagos, Tahiti, Samoa and eventually the tropical northeast coast of Australia. One day while sitting out the cyclone season in Cairns, Australia, a friend quite suddenly noticed a strange redness in both my eyes extending from the inside corners near the nose half way to the corneas. A quick \$30 trip to an optometrist revealed that I had a case of pterygium (pronounced, terigium).

It turned out that pterygium is one of those

The sun can do damage at midday . . .

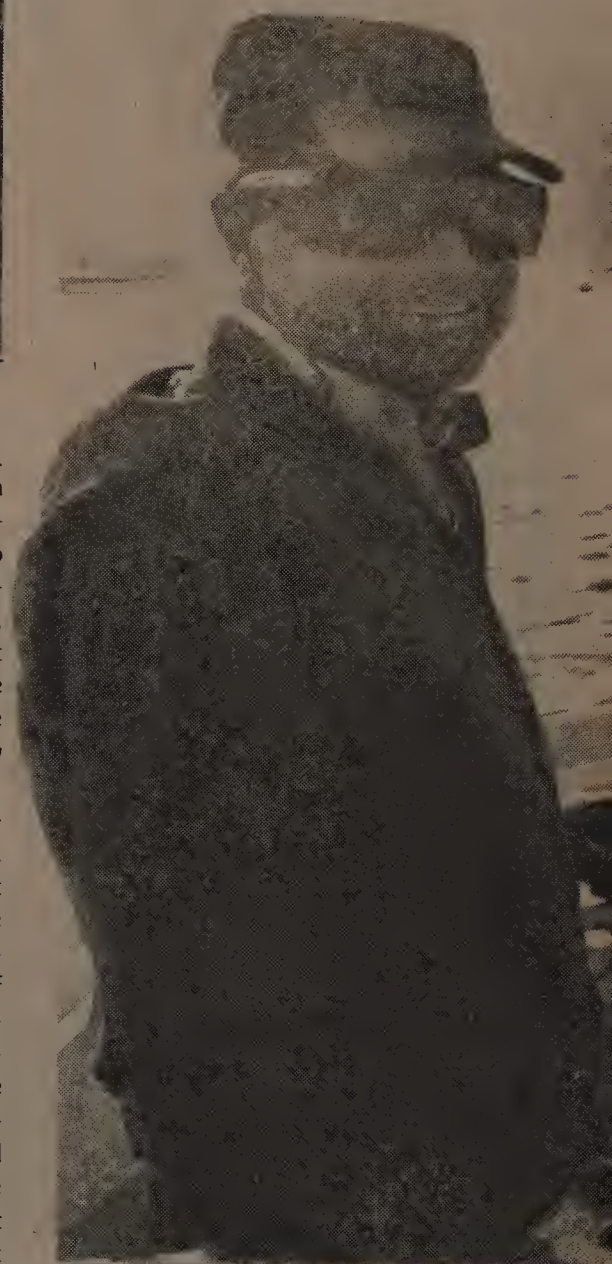
tometrists explained that it is also a common ailment among farmers, outdoor construction workers, snow skiers and anyone who spends a great deal of time outdoors exposed to the constant irritants of dust, wind, spray and especially the sun's ultraviolet energy. Although some people are more prone to the condition than others, those who wear inadequate eye protection greatly increase their risks.

Pterygium is a fleshy, sometimes yellowish, growth of tissue complete with blood vessels growing on the white of the eye. It always occurs from the corner of the eye nearest the nose and grows towards the cornea (the clear lense over the colored part of the eye). My pterygium first became noticeable only when the blood vessels were irritated causing an obvious redness in the pterygium growth. Often times the pterygium can go undetected by the layman until it finally encroaches on the cornea. There was no discomfort in the early stages, but later there was an annoying feeling like that of a muscle tensioning in the eye, for which unrestrained rubbing with the hands had little effect.

In the early stages of growth, pterygium

can be stopped and is of little consequence so surgery is not recommended. However, once it nears the cornea, surgery is recommended to slice the growth from the eye. Slicing off the pterygium from the cornea itself will result in unsightly scarring. If left unattended and allowed to grow, the pterygium will act as a muscle to pull and deform the eye causing astigmatism and impairing eyesight.

After discovering the pterygium I wore a hat and inadequate sunglasses, but the



growth continued. A year later, after returning to St. Thomas, my eyes were operated on. The operation is a simple, but expensive, ten minute surgery performed under local



anaesthetic. The doctor's bill for operating on one eye was \$155 plus \$70 for the hospital operating room. Both eyes can be operated on at the same time, however, most people are unwilling to tolerate the disability of two patched eyes for at least two days following the operation. After the anaesthetic has worn off, a discomfort sets in similar to that of having sand in the eyes and an extreme sensitivity to sunlight and fluorescent light bulbs develops for at least seven days after the operation.

the operation. If the eyes are treated with a certain type of radiation during the surgery the risks of reoccurring pterygium are greatly reduced.

In many cases the growth will stop or not develop at all if one wears adequate eye protection from the atmospheric irritants. Merely dimming the sunlight or polarizing it is not enough. The lenses of sunglasses must be

The shoreboat driver at Catalina protects his eyes from all sides.



Depending on how the surgery is handled, up to forty percent of pterygium cases can reoccur two to three weeks after

able to filter out the harmful rays of the sun while the frames must restrict reflective light from entering behind the lenses.

Since having the pterygium operation, my

eyes have become extremely sensitive to sunlight even on the most overcast days. I tried many kinds of sunglasses, including the

LATITUDE 38/RICHARD



... and even at dusk.

high price kind, but nothing kept me from squinting heavily in discomfort.

Fortunately I recently discovered a pair of sunglassees, the 'Pro IV' model by 'Style Eyes' that seem to solve the problem. There well might be other brands that would also do the trick, but the Pro IV's absorb 90% of the ultraviolet radiation and up to 90% of the infrared radiation. Their plastic frames fit close around the eyebrow and hug the cheekbone. The sides are fitted with soft leather shields eliminating reflective light and wind from irritating the eyes.

The sunglasses are popular among charter captains where I live in St. Thomas, and are the only form of eye protection that now make my eyes feel comfortable while on deck of a sailboat on a sunny day.

There are obvious dangers to sailing the oceans of the world, but it was the assumed benign rays of the sun that eventually scarred me for life. If you're going to be spending a lot of your time in the sun, don't be oblivious to the danger.

— patrick childress

LATITUDE 38/RICHARD



# GIANT KILLING IN

The big cruiser-racer was 100 yards ahead when we crossed their stern, so we decided to go a few lengths to windward of their wake before tacking. This would keep us out of the worst of their bad air, but close enough to get a good look as we went by. Just a half hour earlier they were a sail on the horizon, and we were looking forward to the pleasure of overtaking a much larger boat at close range. But after we tacked we discovered that we were not only footing a knot faster, but also pointing 5° higher, so our courses diverged before we got very close. We could see them all watch us go by, though, and it was easy to imagine their conversation.

"What is that thing? It's going higher and faster, and looks like it's about half our size!"

"Beats me! I thought they had their motor running until they got close."

If one of the crew had ever sailed out of Northern California, the conversation would have continued something like this:

"I think I know what that is," he would have said. "Never thought I'd see one down here in the Caribbean."

"What is it? Tell us!"



"That," he would have proclaimed solemnly, "is a giant-killer."

Whether our victims actually had that conversation or not, the fact was that we had just killed some giants a few days previously. Our boat was the Santa Cruz 27 *Amazona*, and we had been the smallest boat entered in a race from Caraballeda, near Caracas, Venezuela, to Bonaire, an island in the Netherlands West Indies. We were first-to-

finish, first in class, and first overall.

What was I doing racing on a Santa Cruz 27 in the Southern Caribbean? It all started when Rudy Sancio, a Venezuelan civil engineer doing graduate work at U.C. Berkeley, joined the Cal Sailing Club in 1975. After "paying his dues" learning to handle ancient Lido 14's on the Bay, he became an enthusiastic racer. His first boat was a Venture 21, which he quickly discovered was not really suitable for hard sailing on the Bay. The next acquisition, in early 1979, was the Santa Cruz 27, a choice which got much better reviews around the sailing club. Named after the Goddess Amazona, it was raced locally with rather unspectacular results. Rudy and his crew, which included wife Mireya and daughters Monica and Sophia, were still on the steep part of their learning curves. Although I was only able to do one race on the boat, quite a few Cal Sailing Club members got their first taste of ocean racing aboard *Amazona*.

When Rudy finished his degree, he had the boat trucked to Florida and then sailed it across to Venezuela. That was the last we heard from him until late August this year, when he wrote inviting me to steer his boat for him in "Bonaire Race Week" in early October, all expenses paid.

All expenses paid! I have never liked the idea of bringing in ringers as "hired guns", but here was a free trip to the Caribbean falling out of my mailbox. My guidebook to the Caribbean only said three things about the Island of Bonaire: Nesting place of the Pink Flamingo, some of the best snorkling and scuba diving in the world, and host of Bonaire Race Week, the major sailing event in the South Central Caribbean.

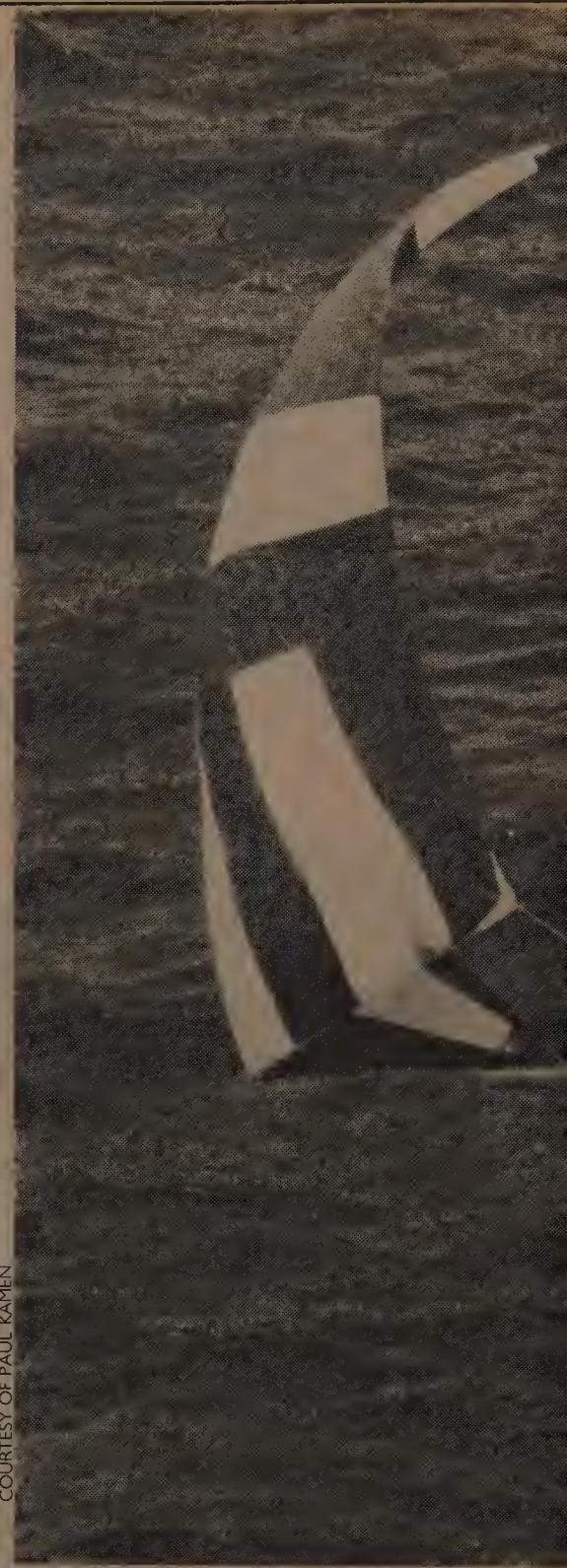
Fortunately work was slow just then, so the week off was no problem. So on Friday October 8 I landed in Caracas with a huge pile of boat hardware (there is no well stocked chandlery in Venezuela). Caracas is a big, modern city. Set in a dramatic valley just inland of the very steep coastal range, the downtown area is packed with high-rise office buildings and condos. There are freeways everywhere, all choked with American cars (Venezuela is an OPEC country).

The race to Bonaire was my first exposure to Venezuelan yachting. Queen of the local fleet is the 60-foot *Boomerang*, an older

COURTESY OF PAUL KAMEN

ocean racer owned by architect Humberto Costanzo. Practically every sailor in the area has crewed on the boat at least once or twice. Humberto has made so many major modifications to the boat, and is so adamant about their virtues, that the boat is often described as having been designed by "Sparkman, Stephens and Costanzo".

Other competitors to be reckoned with are the Whitby 45 *Troon*, very competitive under the West Indies Yachting Association (WIYA) Handicap Rule, and also the 36-foot *Curiara*, a 1974 Brit Chance design. *Olafo* (the Spanish version of Hagar the Horrible), a Morgan 27, is the boat to beat in the small class. There are also a few J-24's that do very well in the local races, a couple of Tartan Tens, and an assortment of older, heavier cruiser-racer types, mostly American





# THE CARIBBEAN



departure point, and later on the glow from coastal towns well into the night in order to confirm our estimate of the current. We were also fast enough to pick up the light on Bonaire just before dawn, and found we only had to sail low for about a half hour to make the final approach. Otherwise, we sailed very close to the point of sail that gave us maximum boatspeed for the entire race.

The Race Week format consisted of an 80-mile Round Bonaire race, which fortunately is scored separately because we made a few mistakes and finished well down in the fleet. Then there were three consecutive day races, each about 20-30 miles in length, sailed over courses on the lee side of the island in smooth water and steady trade winds. The local sailing fishing boats have their own series of races over shorter courses designed for spectators, and there are also races for sailboards, Sunfish and other local one-designs.

One look at the island of Bonaire told me that this would be a very casual event. The town of Kralendijk has two low-rise hotels, a few small restaurants, and three blocks of shops that close at 6 p.m. for the whole weekend. You have to wait for hours to put a phone call through to anywhere off the island. Very sleepy, even for a resort.

But racers are the same everywhere. The first night ashore, the fleet was embroiled in a controversial protest. It seems that one yacht in the cruising class had been protested for using a "jennaker", or single-luffed cruising

Above, *Amazona* struts her stuff. Right, watching the local fishing fleet races.

or European-built production boats. A new Frers 37 is reportedly on the way.

The overnight race to Bonaire was exactly as advertised, a 120 mile beamy broad reach in 15 knot trades. The Santa Cruz 27 couldn't have liked the conditions better. After bouncing through some light air and funny reflected swells at the start, we pulled ahead of our class dramatically.

The major strategic element of this race is finding low-lying Bonaire without sailing any extra distance. The wind-driven current can be capricious, there's no Loran coverage, and the race is just a little too short to do much with celestial navigation. We took stern bearings on the lighthouse near our

PAUL KAMEN





# GIANT KILLING

spinnaker. Somehow I ended up on the protest committee, and had to nod wisely as one party presented their case in Spanish, and the next witness testified in Dutch! (I don't speak either one). Fortunately the issue was straightforward. It was easy to establish that the sail was neither a legal spinnaker, which have to be symmetrical, nor a legal jib, which has a proportional girth requirement. The Association Rules require that all headsails be either jibs or spinnakers. Just to make sure everyone was satisfied, we actually measured the sail, spreading it out on the astroturf next to the hotel swimming pool.

The other protest I was involved in concerned a measurement protest we filed against a J-24 that claimed a lower rating for using a smaller jib, contrary to what it said on their rating certificate. It turned out their entire certificate was invalid, and they were thrown out of third place in class for the Race Week.

**R**acing conditions over the next few days were absolutely magnificent. Local knowledge was a factor, but it seemed easy to acquire what we needed. Most of the water is incredibly deep and clear. We'd never tack away from shore until long after we had first seen the bottom. We would watch the coral slowly rise up under us until it got too shallow just a boat length or two from the beach.

Our closest competition came from two boats from Curacao, a slightly larger island about 40 miles to leeward. One was a J-24 that could sometimes stay with us to windward, but was left way back as soon as the spinnaker went up. The other was a Lancer 25 that was much slower, but had an excellent rating.

After three days of racing in the most ideal conditions imaginable, our record was 1-1-3, for a first in class. The overall prize went to *Lelo*, a Dufour 35, on the basis of being the only boat to finish 1-1-1 in class, which in this case was a special class just for Dufours. This was a shock to the entire fleet, because the Dufours usually do so badly that they won't even race unless they have a class of their own. *Troon*, the Whitby 45 that won the big class, corrected out way, way ahead of the Dufour in every race.

The most pleasant surprise was our foredeck crew. Sophia, Rudy's 16-year old daughter, did not look very promising when



Sophia, foredeck person supreme.

I sailed on *Amazona* over three years ago, but now she's one of the best foredeck people I've ever seen in action. Her hook-ups, halyard management and sail changes were all well thought-out and almost flawless. At 95 pounds, Sophia's performance-to-weight ratio is unbeatable. (Who else could run to the bow of a Santa Cruz 27 without slowing it down half a knot?). She'll be going to college in two years, so Wahine team recruiters take note.

**T**he only part of the trip I wasn't particularly looking forward to was the return to Caracas after the races. Sailing close-hauled for 120 miles into 20-knot trade winds (they always come up when you're going back) in an ultralight is not most people's idea of fun.

Actually, it wasn't bad at all as long as we had the right amount of sail showing. At times we were down to the 100% and a double reef. The ride wasn't nearly as uncomfortable as I expected, but ventilation down below is severely inadequate for the tropics, a common problem on most small production boats. We left the helm lashed for nearly all of the crossing, making the harbor on one long tack in about 24 hours.

So how can you, too, enjoy sailing in the Caribbean with the best of the Venezuelan racing fleet? That's a hard one. Caracas is a long, long way to sail from here. But if you're cruising through, be sure to look up Rudy Sancio to get a provisional WIYA rating (he's the measurer), and get yourself invited to do some of the local races. Just don't expect to be able to show off your Northern California Ultralight. By the time you get there, all the giants will be dead!

— paul kamen





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# TO TAIWAN IN SEARCH OF THE

Years ago, just back from a leisurely circumnavigation, Hans Bernwall and I had this great idea. We — Hans being my busi-



Another new hull aimed at the United States.

ness partner and friend from years at sea — would import these sleek, light and fast sailing machines from Sweden. Then when the orders really piled up, we would start building them here in the United States.

In defense of what eventually proved to be not such a great idea, I must say we did show plans and pictures to a lot of people in the boating industry. The trouble was we didn't listen to what they said. One veteran yacht dealer in southern California looked quickly at our material, shook his head sadly, and gave us this unforgettable advice: "Boys, all you get for being a missionary is an arrow in your ass."

We went ahead and imported the boats anyway, and soon enough the arrow struck. After a couple of boat shows it was clear to us that the most important considerations to the boat buying public were the galley, the headroom, the head, and the general amenities. With disbelief we watched the intense love affair develop between American boat buyers and what we felt were badly crafted, teak-laden, bow-spritted competition from Taiwan.

Suffering a few scars we soon wiggled out of our boat marketing enterprise, but ever since I have kept an interested eye on the Taiwan boats that 'did us in'. Six years ago I

ALL PHOTOS BY  
CARL SEIPEL

had very little respect for Taiwanese boats, but lately with the appearance of modern designs and more impressive finishes, things have changed. Feeling the itch to own and sail my own boat again, I decided to go to Taiwan in search of the bargain basement dreamboat.

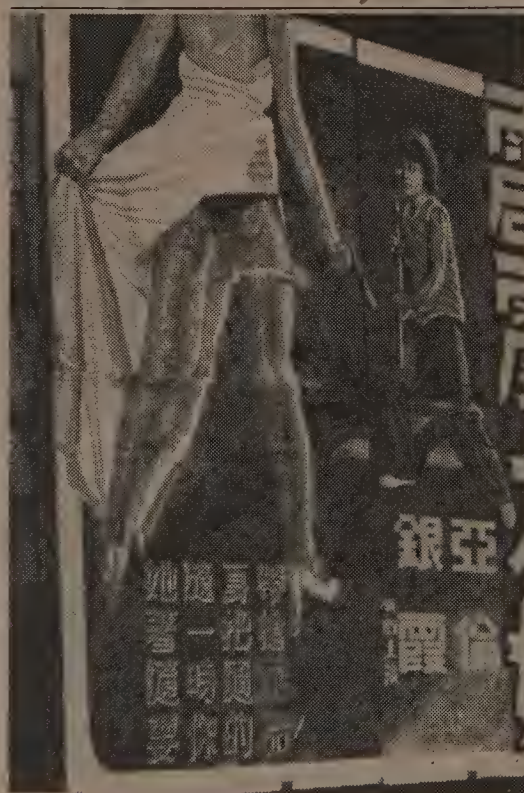
## *Permission To Enter*

Getting permission to enter distant Taiwan, in my case, proved to be such an obstacle that I almost cancelled the entire trip. Pressed to earn a living, I tried to procure my visa from the Montgomery Street Taiwanese consulate just three days before my scheduled departure, a trip arranged to coincide with that of naval architect Bob Perry.

Over the phone I was told I only needed my passport, three passport pictures, a proposed itinerary, and I'd have my visa "immediately". They neglected to tell me my passport had to be good for another six months; it wasn't, so I flunked the passport test. The consul was not sympathetic to my already having made plane and hotel reservations, in fact he didn't even want to see me.

The people at the Swedish consulate — my passport is Swedish — were kind enough to rush a renewal for me. I thought I had it

Sex and violence are popular entertainment on the island.



made, but the Taiwanese suddenly took six hours ("immediately?") to process my visa. I got it in time for my scheduled departure, but just barely.

The visa difficulty turned out to be my only disagreeable incident during an extremely interesting and pleasant trip to Taiwan. (The hardnosed atmosphere at the Taiwan consulate is not totally incomprehensible when one considers that the U.S., a presumed friend, is giving this ally an even greater shaft. As a visitor to Russia and the other prison countries of Eastern Europe, I find myself disgusted at how little the ideas of freedom and democracy count in the horsetrading accompanying international powerplays. But that's another matter).

## *Getting Around*

During my flight to Hong Kong and then Taipei I was apprehensive about getting around Taiwan. Not that there is any lack of street signs, it's just you have to be a Mandarin scholar to read them. You can walk for hours around central Taipei without seeing another "Western" face. Although it's been taught for years and years in their local



# BARGAIN BASEMENT DREAMBOAT



schools, nobody speaks English and nobody understands your vigorous efforts at pronouncing — just the way the receptionist tutored you — the name of your hotel or the street it is located on.

Consequently you must never leave where you are staying without a card with its name and address clearly written in Chinese. Or else you'll never get back!

## The Hotel

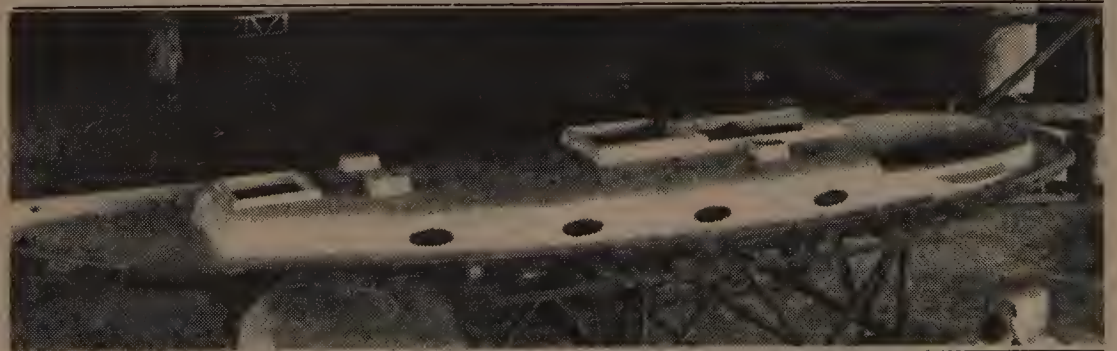
Accommodations are surprisingly comfortable — and economical — after your Chinese friends have arranged the normal 30 to 40% discount. As you might expect in the land of cheap labor, there is lots of service.

Each floor has its own army of caretakers, led by the "floor boy", who is always fussing over you. One of the floor boys duties is to keep your refrigerator primed with little necessities like beer, juices, dried squid, and such. No chance to doing business is ever bypassed in Taiwan. As you go through the merchandise in your fridge it naturally ends up on your bill.

Another of the floor boys duties, it was

Pass through this gate to excitement and adventure.

evident, was the procuring of female flesh for the lusty visitor. One of my newfound Chinese friends categorically stated that no Chinese man would ever marry a girl that had been with a "Westerner". Although I doubt that such a rigid view is true for everyone, your chances of getting a hot date with a



'nice' Chinese girl are probably nonexistent.

On the other hand, if you are interested in love for sale, the sale is on permanently. My hotel in Taipei turned out to be very popular with Japanese guests, with whom a visit to Taiwan is often equated with a burst of sex-

ual release. Every evening the corridors of my hotel would come alive with soft giggling and the sound of doors opening and closing.

The floor boy, armed with all the right phone numbers, plays an important role facilitating 'international relations'. My floor boy didn't speak much English, and depressed by my apparent disinterest, stopped me on the way to the elevator with *Playboy* magazines and several more grizzly local versions featuring surprisingly acrobatic oriental maidens. To his chagrin — he probably makes most of his living playing Cupid — we never concluded a business arrangement.

My floor boy in Kaohsiung was more of a diplomat and took every opportunity to improve his English, which in any account rang as if passed through a gravel crush. Good morning was "*Schrod mohn*". At night it was "*Berri krehn youn kehrr, sebbentee mebbe sixtee yehls oll*".

## Heavy Traffic

The traffic in the big cities is unbelievable. We joke about 'Chinese drivers', but you'd never last an hour in their "no holds barred" way of maneuvering, both on and off the road. Actually the rules are pretty simple:

1. Drive anywhere you want, including on the wrong side of the road, on the sidewalks, off the road — especially if it will get you just an inch further ahead before all movement comes to a halt.

2. Never allow anyone to park, pull out, cross the road, or in any other manner interfere with your progress.

3. If you can, always start your car in fourth gear, forcing the overloaded engine to shake and shudder. If it will not start in fourth, get in that gear as soon as possible so you can most fully enjoy the satisfying groans of the miserable motor.

4. Keep the smallest possible distance be-

A new deck looking to marry an eligible hull.

tween you and other traffic. Make sure you dash in and out of lanes. Make your moves as surprising as possible.



# TO TAIWAN

5. Honk your horn steadily and at everything.

All in all the progress of traffic in Taiwan most closely resembles the hectic shuffling at the base of a busy anthep. Quite remarkably, you get from point A to point B fairly fast, and in two weeks I saw a hundred close calls but never an accident.

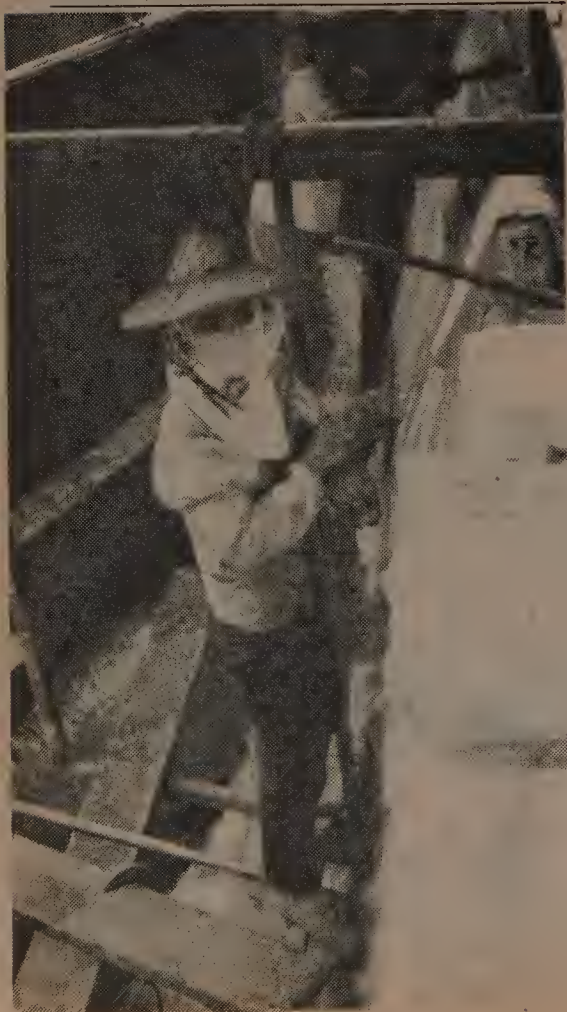
## *Pollution*

One of the inevitable effects of such heavy traffic is pollution. It's a severe problem, made all the worse because most people can't afford cars and have to get around on MoPeds, Vespas, or motorbikes — often with as many as five people on one MoPed. This multitude of two-stroke engines burns and emits huge quantities of lubricating oil.

From all indications there are no rules for muzzling factories or sewers. The central river in Kaohsiung positively reeks. Sewers are open and run along the gutters in a trench covered by cement slabs. How the Chinese can detect the stink from "foreign devils" after breathing the numbing aroma of their own streets is beyond me.

## *People and Living Conditions*

Women play important roles in building boats.



Laying the famous teak decks.

The best thing about Taiwan is the people. They are friendly, hard-working and competent. There are lots of smiles and friendly faces. It is a pity there are so few you can get to know because of the language problem.

Living conditions are of course radically different from what people are used to in the United States. The average income is only about \$2,500 a year. Invariably the Taiwanese have less of everything — space, food, luxuries, entertainment.

For their \$2,500 a year, the average person works six days a week, eight to ten hours a day. Many work more than that. Businesses never seem to close, being manned by alternating shifts of family members. The streets are teeming with enterprise, be it odds and ends coming from shipbreaking (a major industry), counterfeiting books, tapes, watches, clothes (the young Taiwanese are very fashion conscious and 'in'), and of course, food, food and more food.

Nothing is wasted in Taiwan, particularly when it comes to food. Any part of an animal that can be chewed or sucked is also cooked and consumed. That includes hens heads and ducks feets, and anything inside or outside between the two.

Although Taiwan is undoubtedly a free country, where you can both earn a fortune and travel where you want according to your ability and inclination, freedom has a higher

price than in many other places. This is caused by the proximity of mainland China and the constant fear that Taiwan's 18 million



people will be overrun by the giant to the west. Consequently there are very strict controls at the airports and other points of entry.

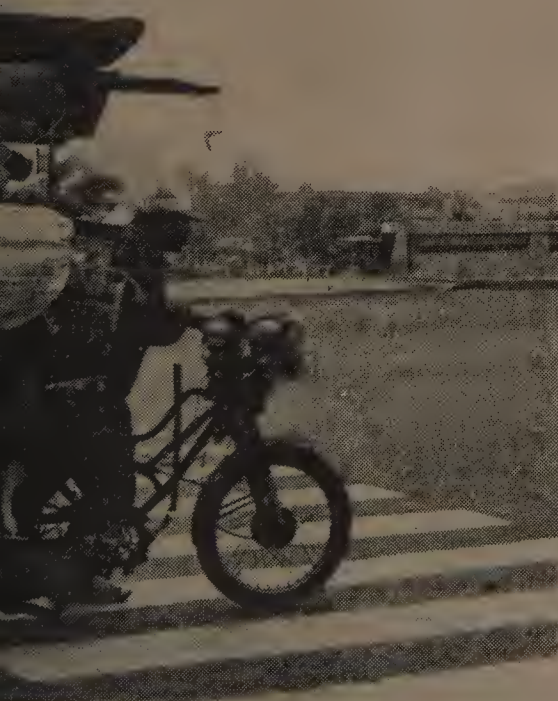


# IN SEARCH OF THE DREAMBOAT



Being a yachtsman isn't much fun because private vessel traffic is virtually banned for defense and security purposes. There is

As you can see, the Chinese aren't afraid to take on big workloads.



compulsory military service of at least two years for the men.

These hard conditions spill over into the

treatment of crime and criminals. During my visit the biggest news was the robbery of a money transport car. Such things do not happen frequently, possibly because the punishment for such acts is summary execution by a firing squad. I've yet to decide whether this type of justice is oppressive or not, but I can tell you that walking the streets of Taipei or Kaohsiung at night feels much safer than walking in some areas of San Francisco at noon.

## Mucous

Before I conclude this lengthy preface to the boatbuilding secrets of Taiwan, I must mention one additional — and unpleasant — difference between the East and West. It has to do with mucous. Some Chinese sauces and soups have a mucous-like appearance and consistency. Bob Perry categorically denounced all “mucous soups”, but being raised in Europe, I am more used to them and enjoy them.

What I object to is the real stuff, produced by human lungs and throats. Otherwise cultivated Chinese seemed to think nothing of violently clearing their air passages and eliminating the end result on floors and streets.

I found it rather nauseating — but indicative of the cultural differences — to watch the guy next to me on the plane “let fly” into the empty plastic bag his earphones came in. Judging from the frequency of the behavior, it must be quite normal and acceptable. Still, I found it hard to (pun) swallow.

## The Bargain Basement Dreamboat

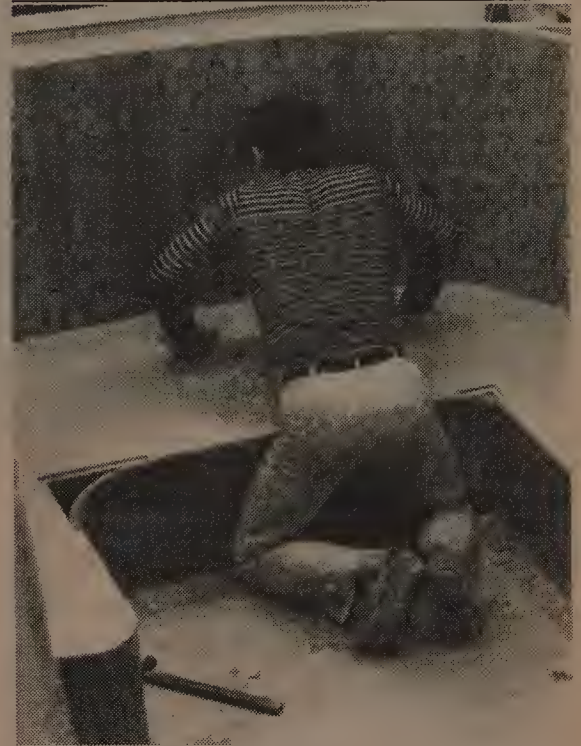
Now that you'd had a chance to get acquainted with the culture and circumstances under which Taiwan boats are built, we can get down to the basics. The question you've no doubt been eagerly awaiting the answer to is: “Can I go to Taiwan and buy a luxury yacht at a bargain basement sale price, saving half the cost of buying through an American dealer, and come out smelling like a rose?”

The answer is perhaps. But it's not likely.

If — if you know a lot about fiberglass boat building; if you can spend at least four months in Taiwan; if you are prepared to sail your boat away from Taiwan; if you are a shrewd and discriminating businessman; if you have lots of ready cash or credit; if you are all of these things, perhaps you can end up with a sound boat for as little as half its

stateside price. Of course that doesn't take into account your airfare, your four months food and accommodations in Taiwan, and the time and expense getting the boat back to the United States.

One of the best boats I saw being built in



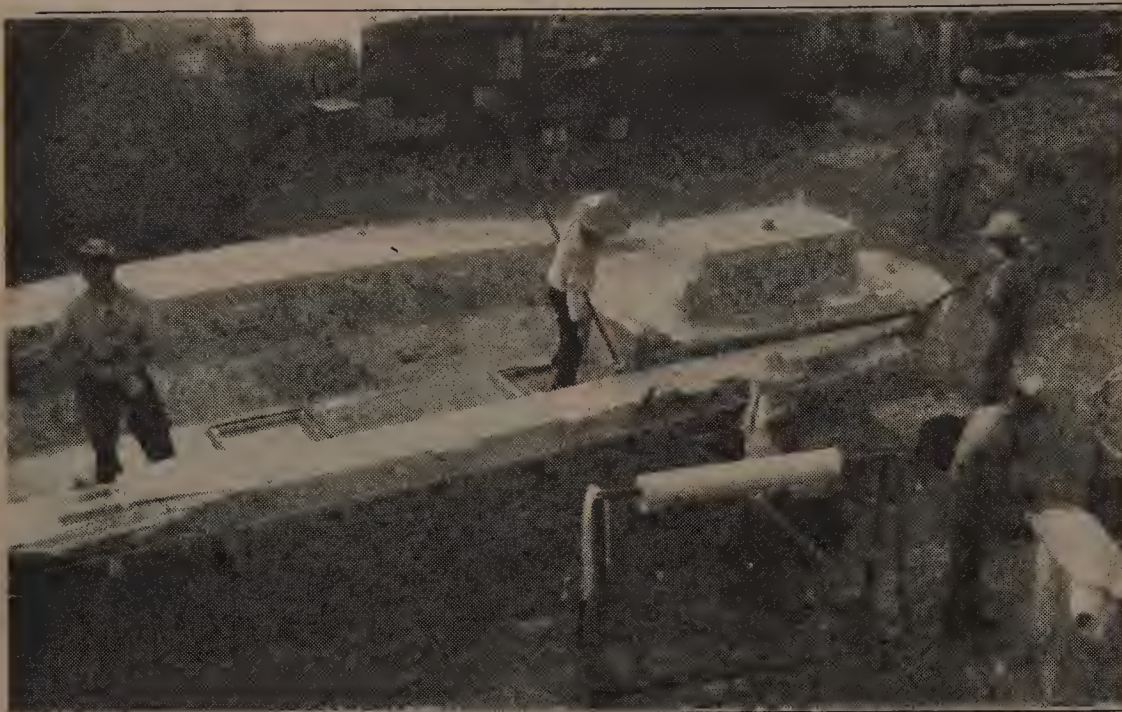
Taiwanese boats are noted for their quality — and quantity of woodwork.

Taiwan was in a yard that has one of the worst reputations on the entire island. The difference in this particular case was that this 56-footer was being supervised from day one by its owner, a Norweigan who had sold his marina in Norway to come to Taiwan to have his boat built. Drawing on his years of boatbuilding experience and watching like a hawk, he was getting a super job for little money. Unfortunately many people who go to Taiwan to buy boats don't have the time to spend, the technical knowledge, or the business acumen to repeat this success story. Some have been badly burned.

So why not just go to Taiwan and buy a cheap boat and have them ship it to you in the United States? The reason is because the better boats are tied up by American business partners, importers who get the better boats because they have the experience of dealing with the yards and do the volume buying to make them attractive customers. My observation was that the boats individual buyers can get are the ones that are of the most questionable quality and seaworthiness. That's my firm impression and brings us to the all important subject of the quality of Taiwanese boats.



# TOTAL TAIWAN IN SEARCH OF



A clean, busy, boatyard.

## *How Good Are They?*

During two weeks in Taiwan, I visited more than 20 yards, some of them several times, at either end of the island. I was so busy observing I only managed to have lunch three days during my entire stay.

Let me say it at the beginning. The main problem I find with Taiwan boatbuilding is the lack of firsthand knowledge of what a yacht is supposed to do and what the sometimes cruel sea can subject it to. Your average Taiwanese boatbuilder is an enthusiastic entrepreneur who has never pulled a sheet and would probably spit to windward. Taiwanese yachtbuilding did not spring forth from a long love affair with the ocean backed by generations of experience and pride. It's a money game, where the ability to fill a need for a desired product at a lower cost is the prime ingredient.

As seems universal in Taiwan, when these entrepreneurs discover that something has a market, they will make it, and sell it cheaper. Witness the Taiwanese "Orange II" computer or my own purchase of a Taiwanese diamond studded 'Rolex Oyster Perpetual' gold watch, 'authentic' right down to the serial number. The genuine article costs \$10,000; my seemingly perfect imitation was just \$60.

Such imitative construction is not rooted in tradition, but 'monkey see, monkey do'. My imitation Rolex looks like the real thing, but is it? The same question has to be asked about Taiwanese boats.

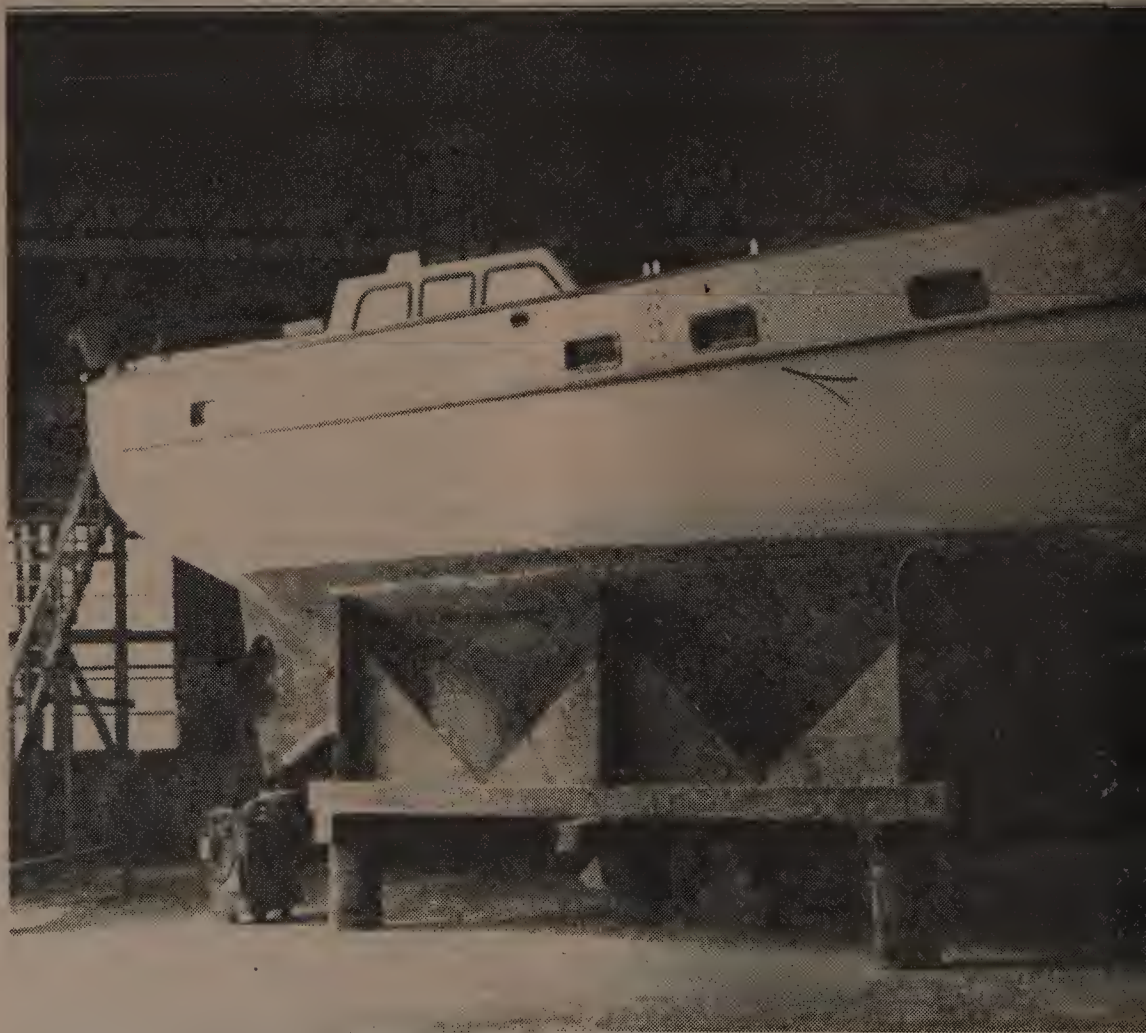
## *The Whole Spectrum*

By my standards, there are some very good boats being built in Taiwan. There are

also some horrible, downright dangerous ones. The tough times in the U.S. boat market is reflected in Taiwan by the fact 30 to 40 yards that were in business just two years ago are now gone. Many of these yards built the very worst boats. Nonetheless, quality of materials and craftsmanship found in

where the designer's plans are adhered to rather than used as rough guidelines, where the work progresses at different work stations complete with problem analysis charts on the walls for worker guidance, where glass fabric is precut and stored in climatically controlled rooms by ladies wearing rubber gloves, where interiors are pre-built and finished in special carpentry and paint shops.

At the other end of the scale I visited yards that built modified 'splash' designs — often attributed to Robert Perry, who gets the 'credit' by no royalties. At such yards, the lay-up schedule was played by ear by the glassworkers, usually a bunch of petite ladies in bamboo hats. In some of those hulls you'll find areas of 70% resin to 30% glass and just a few feet away areas of 30% resin to 70% glass. Hordes of workers were sawing, sanding, varnishing, pulling wires, glassing bulkheads, performing a whole variety of tasks on the same hull at the same time in ever increasing heaps of filth, of which a



Taiwanese yards varies greatly.

At one end of the scale you have a yard with a full department of qualified engineers,

substantial amount was sure to remain under the floorboards after the yacht has been completed. These are the boats every buyer



# THE BARGAIN BASEMENT DREAMBOAT

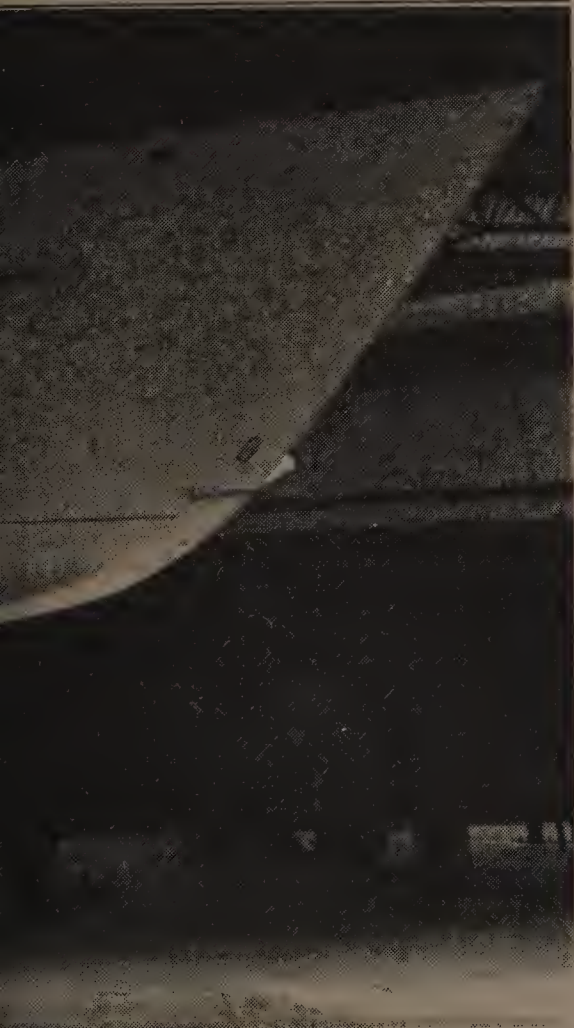
should beware of.

There are many yards somewhere between these two extremes.

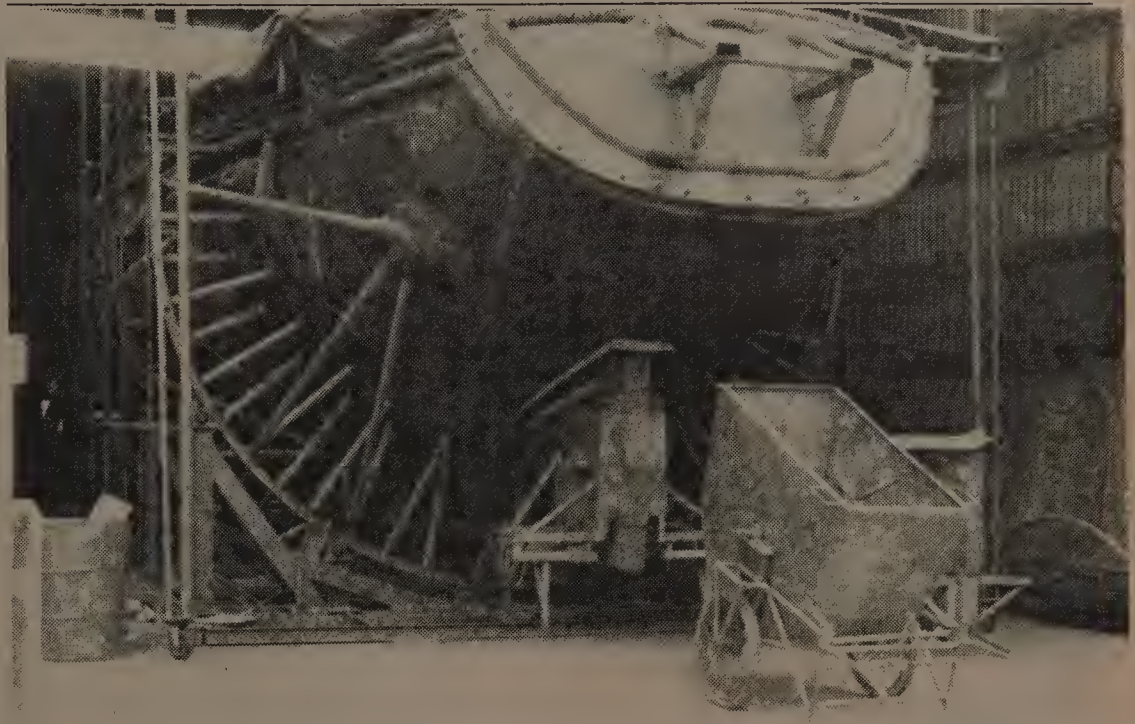
## Sample Problems

Watching a yacht being born, nude of cosmetic beautifications, is as revealing as the steely light of dawn falling on your love of the previous night. Here you see the boat in the rough, far from the hoopla and polished sparkle of the boat show, unable to hide its warts and pimples and cover its dimpled ass. It's here, when several hulls of the same kind are in different stages of assembly, that you can realistically assess their quality.

Molds can be checked for their finish and quality. Glasswork can be observed in progress and later checked by inspecting cutouts for the mast, thru-hulls, ports and hatches. You can inspect the glassing of bulkheads. Not putting gelcoat on the bottom of this hull means voids and hollows can be detected and fixed.



stringers, hull-to-deck joints, the joint between the two hulls, the glasswork in the keels and skegs, chainplate attachments,



tank fit and securing, wiring, and a hundred other things that later could only be checked by dismantling the yacht.

One of the things I like and don't like about Taiwan yachts are their marvelous wood interiors. Often times the carpentry is as good or better than many American production yachts; as a result some novice buyers think that if the joinery is good so necessarily must be the rest of the boat. Unfortunately this is not always true.

Now, a boat is a very complex system, and even if you purchase a new Swan there are bound to be a number of minor annoyances in the beginning. But in my observations of some Taiwan yards the annoyances could be substantial. I noticed for example, cases in which there were no vents on the fuel tanks, 'stainless' hose clamps using steel screws, electric wiring in a rat's nest, engines misaligned, bent and badly swaged rigging terminals, reversed hoses on the bilge pumps, and so forth. Some of these 'annoyances' could lead to disaster if not attended to, but they can be fixed with some kind of reasonable care and effort. If you buy a boat from a dealer in the States, presumably these problems will arise quickly and will be taken care of. If you were to try and purchase a boat in Taiwan yourself, you'd better be prepared to either prevent them from occurring or be able fashion repairs with spit, chewing gum, and bailing wire. There are no chandleries in Taiwan, China or anywhere else nearby.

But what concerns me more is the occasionally observed lurking danger of structure problems. The possibility of such dangers in the better yards is quite small. These yards have gotten substantial feedback over the

A well-constructed mold, with plenty of support and an entryway for workers from below.

years. They want to maintain and improve their reputations, and are eager to improve and perfect their product.

But at the worst yards you have to be careful. There was one yard I visited that was merrily constructing what I consider a potential death trap. Not even the glasswork was acceptable, with voids, dry spots, and patches of nothing but resin. If that wasn't bad enough, the yard was building a semi-racing design with an external lead keel bolted to the hull. As far as I was able to assess, they had decided to delete the all important floors in the keel area and had instead filled the area over the keel bolts with foam. Not only were the keel bolts now inaccessible, but surely sometime in the future the hull will break just over the keel. I shudder to think of it. The woodwork on the boat, incidentally, was seductively cozy.

Even in the good yards you can find minor problems rooted in the lack of firsthand yachting experience and the "all hands at once" approach to boatbuilding where a large yacht is whipped out in a matter of weeks. Although the speed is admirable, it makes close supervision and inspection virtually impossible.

At one excellent yard I noticed that all the coring material for stringers was cut square and glassed to the hull, producing a sharp 90 degree angle between the hull and the stringer. It's widely accepted that such stress points should always be avoided in a fiberglass boat. The foam for the stringers should be shaped to produce a smooth curved joint. The sharp stringers I saw may never create





any problems in a heavily layed-up boat, but they are unnecessary, and in a great storm such as I once encountered in the Indian Ocean, could be the straw that eventually breaks the camel's back.

The attachment of the bulkheads was another area in which I noticed some shortcomings. The bulkheads should be inset from the side of the hull, using foam as spacing material, so there are no hard spots. Usually such a flaw can be detected by observing the fairness of the outside of the hull where the bulkhead is attached. Similarly the glass joining the hull and bulkhead should curve rather than have a sharp 90 degree kink. Eliminating these flaws takes careful care and preparation, and most yards I visited sinned to some degree.

Many Taiwan boats seemed to be less stiff sailors than expected, and I think I may know why. I suspect they don't fully appreciate the importance of carefully controlling the distribution of weight in a boat. Most keels on Taiwan boats are cast iron, and many are made by taking scraps from ship-breaking operations and pouring molten iron over them to form a piece of ballast the correct weight that will fit inside the boat. Observing the process, I felt that the voids and porosity of the castings will raise the center of gravity over what designer calculated assuming a solid casting. When you combine this with the sometimes indiscriminate addition of countless tons of teak, the result of sometimes surprisingly tender boats is not extraordinary.

With freight to the States a big expense, it makes sense to build big boats.

#### *He's So Cold*

All this may sound as though I have a pretty negative attitude towards Taiwan yachts. Far from it. Once again, boats are complex systems, and no matter where they are built they rarely come out 100% perfect. Some of the boats from this fascinating island have reached a very high degree of quality. These are boats that are structurally sound, with uniquely attractive interiors that are unobtainable in non-custom American or European yachts. There are still a few problem boats being built and a couple of horrible contraptions, but there used to be many, many more.

In a sense we have ourselves to blame for many of those early bad boats from Taiwan. Their great market was an enthusiastic crowd of first-time American boatbuyers with ample credit and little experience, eager to buy the Chinese 'Westsail'. The more bowsprit, teak, bronze, and ancient mariner crap on deck the better. The woody interiors infused the secure feeling of being on land in a small, but luxurious teak cottage. At that stage, had the Taiwanese managed to build a fast, sound, seaworthy boat with a functional seagoing interior, they would have had a hard time getting rid of them.

#### *The Way I See The Future*

I suppose there will always be a market for the 'ancient mariner, teak cottage' concept, but I think it's rapidly dwindling — as de-

monstrated by the different kinds of boats now being offered by the Taiwanese. It seems to me the boats that make a greater impression today are definitely sailing boats for a crowd that expects perhaps a little bit more in performance and a little less in yacht trappings.

Times are difficult for Taiwan boatbuilders at the moment. The worldwide recession translates into unsold boats and numerous bankruptcies. High interest rates in the States mean fewer dealers and less boats in stock. The Taiwanese also fear that boatbuilding will migrate to places like the Philippines and Thailand, where labor is even cheaper, and the accessibility of teak and other woods — becoming a bit of a problem to import to Taiwan — is greater. In fact there is already efforts to begin building boats in these areas.

Once in the past I failed as a prophet, but I think that yachtbuilding in Taiwan has little to fear from countries closer to teak and with cheaper labor. The Taiwanese have accumulated a tremendous amount of skill and know-how during the last decade. Certainly some Taiwanese boats should have never seen the light of day, but now the climate has changed dramatically. With better educated buyers and less money to spend on boats, there is scarcely any room left for inferior products. I suspect that even more Taiwan yards will have to close in the near future, but that a substantial number will remain, building boats of better quality and value than ever before.

— carl seipel



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# TRANSPAC FEVER

If this is 1983, it must be the year for the TransPac race, the Big Kahuna of the Pacific races. This will be the 32nd time the fleet will crack sheets for the tropics, with luau's and wahines beckoning their speedy arrival off Diamond Head. At 1:00 pm on July 2nd off Los Angeles Harbor, the starting gun will sound and the biennial 2225 nautical mile sprint will commence. This is a contest filled with glamour, thrills and romance of the sea: a downwind slide to paradise with usually reliable trade winds and plenty of surfing under spinnaker.

There are two trophies that count in the TransPac: first to finish and first overall. The latter usually goes to one of the smaller boats in the fleet, one that can save her time on the bigger rivals. In 1981, the superbly sailed 36-footer *Sweet Okole*, owned by Oakland's Dean Treadway, topped the field of 74. She was the smallest boat in the fleet.

Line honors in 1981 went to Bill Lee's *Merlin*, the 67-foot Santa Cruz lightweight flyer that has become a legend in its six years of existence. In 1977, she staged a furious boat-for-boat battle with Harry Moloscho's *Drifter*, the 69-foot sloop from Long Beach, Ca. *Merlin* completed the course in a record 199 hours and 54 minutes — a little over eight days! In 1979, *Drifter* took the prize, but in 1981 *Merlin* again won, missing the record by a heartbreaking 46 seconds. These two boats have dueled many times in other races over the past six years, but the perfect setting for their rivalry has always been the TransPac. With mile after mile of following wind and sea, they could really stretch out their legs and move.

Unfortunately, *Merlin* and *Drifter*'s salad days are over. In January, disaster struck. Harry and Wendy Moloscho were returning from the November Mazatlan race (in which *Drifter* finished first), taking their time cruising up the Mexico coast. On the morning of the 3rd, as they were charging the batteries in anticipation of leaving San Blas, halfway between Puerto Vallarta and Mazatlan, a fire broke out. Wendy, standing on the stern, saw flames in the hatch and ran forward, where Harry was checking the anchor lines. The cabin exploded and Harry pushed Wendy into the water, following her quickly himself. By the time they got a fire extinguisher from a neighboring boat, it was too late. Within an hour the mast was down and *Drifter* burned to within a foot of her waterline, destroying Harry's newly remodeled interior and cabin. The next day



*Drifter*, left, and *Merlin* during the 1980 Big Boat Series.

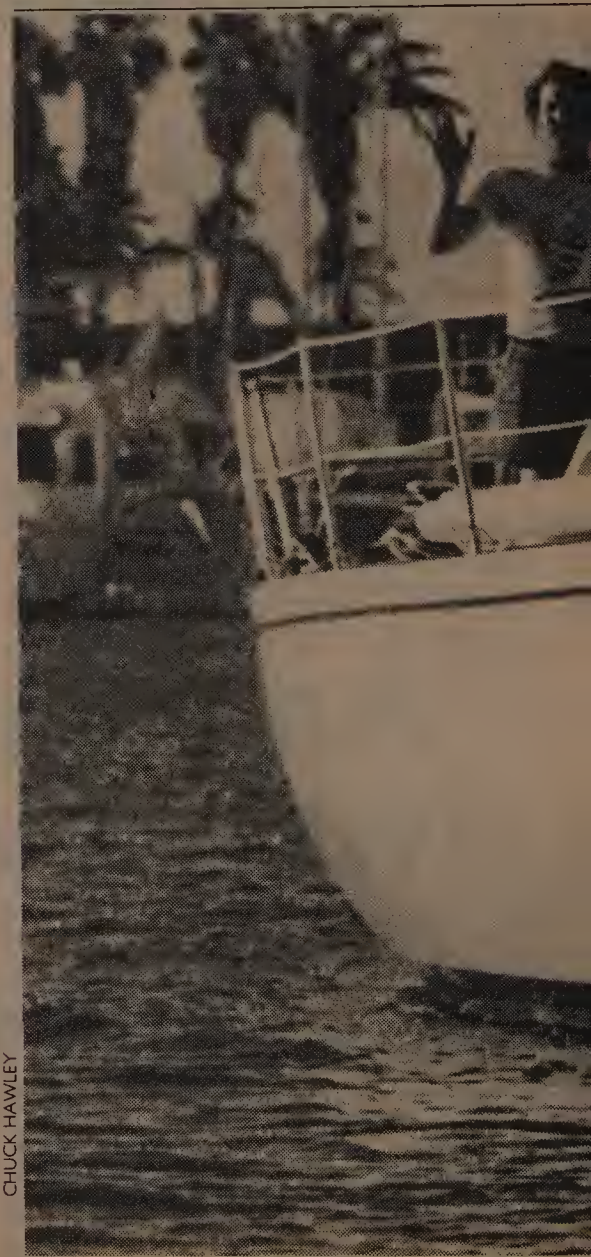
she sank.

*Merlin* has not suffered such a cruel fate, but what calamity has not destroyed, the Transpacific YC may have permanently altered. In an effort to discourage super light boats which the TPYC considers "unsafe" for an extended ocean race, they have ruled that all entries must rate no higher than 70.0 feet under the International Offshore Rule (IOR). This rated length, the result of a mass of mathematical computations dependent on the boat's size, weight and sail area, was the farthest thing from Bill Lee's mind when he created *Merlin*. Her rated length ended up around 90.5 feet. In order to qualify for the 1983 TransPac she would require major surgery, either a vast decrease in sail area or a considerable addition of weight, or both. Even in the 1981 race she had to add 3,000 pounds to qualify. Knocking 20.5 feet of rating off would turn *Merlin* into a different boat.

Changing the rules of the game, as the TPYC has done, can either be looked at as a bummer or an opportunity to create something new. If one wanted to draw analogies, how about the case of Nolan Bushnell. He's the fellow who came up with the idea of the video game of Pong several years ago. He also started Atari, a company which has

become a multimillion dollar outfit. When Bushnell sold out, in 1976 for a hefty profit to Warner Communications, he made an agreement not to start any new video game companies for seven years. The energetic entrepreneur didn't let that stop him, though, and he started Chuck E. Cheese's Pizza Time Theatre, a chain restaurant venture with contemporary entertainment, including video games and animated characters that perform for the customers. Needless to say, he made a bundle at this venture as well.

In 1981, Bushnell went on the TransPac, sailing the Swan 441 *Sea Rat* with boat owner and president of Pizza Time Theatre, Joe Keenan. Acting as sailing master on-board was Bruce Munro, who had just spent a couple of years successfully racing the Peterson 41 *Leading Lady*. *Sea Rat* finished well out of the running, but Keenan,



CHUCK HAWLEY



# CHARLEY

Bushnell and Munro had an absolute ball. They made a plan to do it again in 1983, but with a boat that could finish first and be a ton of fun to sail.

Munro, who is now the vice president and general counsel for Pizza Time Theatres, got the job of finding a designer and builder for the boat. He started in earnest in the fall of 1981, and on December 20th, 1982, the results of his efforts slid into the waters of San Diego Bay. The 67-foot *Charley*, designed by Ron Holland and built by El Cajon's Geraghty Marine, features a friendly looking sea monster on the bow, a symbol of the aspirations of the three men who created it. They want to be demons of speed, yet pleasing in nature.

Assuming the remainder of the Bushnell/Keenan/Munro plan measures up



CHUCK HAWLEY

Lionel, a Trinidadian, is the spray painter who brought the sea monster *Charley* to life, below.

to what went into the design and construction of the boat, *Charley* will easily meet their expectations. If the boat were any more state-of-the-art, she would be in a museum between a Warhol print and a Rauschenburg assemblage. Munro got Ron Holland, creator of such IOR masterpieces as Dave Allan's *Imp* and Jim Kilroy's *Kialoa*, to draw the boat. Bill Lee served as a consultant, and the boat's interior resembles that of *Merlin* and Lee's production boats, the Santa Cruz 50's and 40's. The builder, Kerry Geraghty, currently has the reputation of building the hottest custom boats around. His El Cajon yard's recent efforts include Admiral Cupper *Stars and Stripes*, Southern California star *Brooke Ann*, and Big Boat Series winners *Great Fun* (1981) and *Clockwork* (1982). Apparently no expense has been spared to make *Charley* simply the best.

Chuck Hawley serves as *Charley*'s boat maintenance worker (BMW). He's a two-time solo TransPac veteran and an expert at





# TRANSPAC FEVER

fitting out boats. He took a leave of absence from his job at West Marine Products and showed up at Geraghty's three weeks before the boat was finished to look after things. Kerry and his 20 man crew pride themselves in producing a "turn key" boat (*Brooke Ann* won a San Diego Hot Rum race two days after leaving the shop), which explains Chuck's relatively late appearance. From the moment he arrived, he has been impressed. He sent us a tape recorded report, which we have summarized here.



Chuck Hawley, *Charley's* BMW, may not get to go on the TransPac.

The first impression you get of *Charley*, says Chuck, is that she looks like a cross between *Kialoa* and *Merlin*. She's long and graceful with a sharply reversed ("like a razor at the waterline") transom. While 68 feet overall, the stern effectively lops off the last eight feet. With a 14 foot beam, she's only two feet wider than *Merlin*. The mast looks lofty when you stand next to it, but at 72 feet off the deck, it's some 28 feet shorter than *Kialoa's*.

*Charley* will weigh about 27,000 pounds in racing trim, making her a true ULDB. Chuck says the guiding philosophy in designing such boats is "don't dig a big hole in the water". You want to create as little resistance as possible. The shallow hull shape precludes a flush deck, common on most IOR boats these days. In order to get

standing room in the living areas, you have to have a raised cabin. *Charley's* rises about 18". The cockpit is roomy enough for the five or six crewmembers it will take to man the winches and lines. The helmsman's station is pretty far forward because of the transom, and the wheel is a 60" black anodized model, custom made by Alameda's Hulse-Chrisman Spars.

*Charley's* hull and deck are made of a composite of Kevlar fiber epoxied to both sides of a 3/4" balsa core. Kevlar is a coarse weave aramid fiber, so strong that it requires pneumatic carbide tipped shears to cut it. They use Kevlar in bullet proof vests and tires to prevent punctures. Because it is so stiff and doesn't stretch, Kevlar requires epoxy resin rather than the standard polyester resins. Also mandatory is the balsa core — designer Holland specified top quality aircraft grade balsa. The wood has a higher shear property than the foam often used for such laminates. Kerry Geraghty says foam is OK for a 45-footer, but on a maxi boat the stresses are so great that the two Kevlar skins would turn the core to mush and you'd have a hull floating around within a hull. The balsa is heavier than foam, but it has the required strength.

Holding the hull and deck together are ring frames, which protrude only 5 or 6" from the hull and are spaced about five feet apart. There are no large bulkheads, and you can see all the way from stern to stem. The ring frame at the mast — "A constant head knocker", says Chuck — supports the side load of the mast and ties the chain plates together. *Charley's* backbone is a large aluminum H frame, bonded to the hull in the center of the boat. The 1/2" and 3/4" aluminum sheets are linked to all the stress producing parts of the boat: shrouds, forestay, baby stay, and backstay. Also bolted to it are the engine and keel. According to Holland's design (a development of what he did with *Imp* and Dave Fenix's *Pegasus*), the hull simply floats around this skeleton.

Above the H frame is the heart of the interior. The tankage and batteries sit under a drop leaf table, raised so the crew can sit and still see out the windows and watch the waves roll by. Aft to port is the galley, and to starboard in the nav station. Next is the engine box and then the berths. *Charley* can sleep a total of nine: five aft, two on the

T





## Transpac '83

GRAPHICS BY GRIF AMIES

dinette, two in the pilot berths. In the stern is the steering gear, including a vertical case holding an emergency rudder ready to be lowered into position if needed. Up forward, there's a small washbasin and a head "with absolutely no privacy", according to Chuck. The rest of the area is open for sail storage and packing chutes.

The Spar Craft mast is a triple spreader, masthead affair, with a monster of a boom, a la *Great Fun*. It's 20" deep, which multiplied by its 24-foot length adds over 38 sq ft of unpenalized sail area. The sail inventory, put together with the aid of North's Steve Taft, includes only 16 sails, two of which are a cruising main and jib as well as a storm trysail and storm jib. That leaves just a dozen for racing, an absurdly low number for a top of the line IOR boat. But as Chuck points out, *Charley* has only one race to live for, and most of it is downwind. They don't plan on doing a lot of jib changes or sailing upwind. The chutes are 3,000 sq. ft. monsters set on a 25-foot pole.

As might be expected from computer freak Bushnell, there are plenty of electronics onboard. For starters, there's the

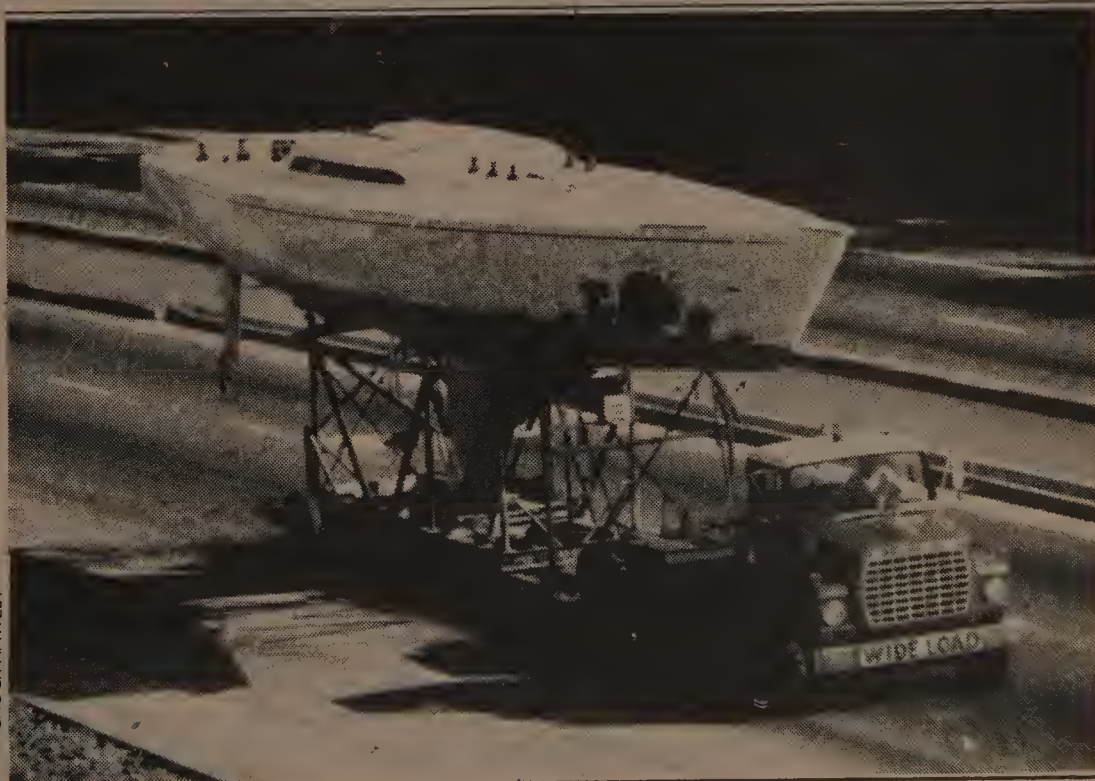
Brooks and Gatehouse Hercules System 190, which Chuck says can call up some 20 different functions such as boat speed, wind speed, wind angle, VMG to weather and off the wind, true wind speed, true wind angle, etc. You can also enter the IOR rating in feet

(*Charley* should end up right at 70.0 feet) and find out how fast you're sailing relative to your rating. They've tried it out and discovered that upwind they go about 70% as fast as a boat like *Kialoa* or *Condor of Bermuda* (another Holland 70.0 ft. rater). Downwind they go faster than their rating, which is what they hoped.

There's more, like a Meridian SatNav, King Radio SSB, VHF, and Northstar 7000 Loran. The "piece de resistance" is a creation by Stan Honey, one of the crew for the TransPac. Stan's known for his expertise in "tactronics", using electronics devices for sailing tactics. His system has a keyboard entry and will figure out *Charley's* position relative to the weather and evaluate their performance throughout the race. At least that's the plan.

So how does all this nouveau ultra technology go through the water? Chuck has been sailing the boat regularly since the launch and says she handles a lot like *Merlin*. She's easy to steer and slips along with little effort. Her only test to date was the ten mile New Year's Day race in San Diego Bay against 1000 other boats. Dennis Conner's two 12 meters, *Freedom* and *Spirit*, were there as well. The heavy 12's went faster upwind, but *Charley* blew by them on the spinaker leg. The last leg was a long beat so

Truckin' from El Cajon to San Diego.



CHUCK HAWLEY



# CHARLEY

*Charley* fell back at the finish. Chuck says that at ten knots of wind with a #3 jib up, she heels up to 20%. "That's awfully tender," he notes, but under spinnaker she'll do ten knots in the same amount of breeze.

In the middle of March, *Charley* will compete in the Cabo San Lucas race, and then return to the Bay Area. Tentative plans are to race a couple of the spring Danforth contests before heading south for the start of the TransPac. According to Bruce Munro, the crew list consists of himself, Nolan Bushnell, Joe Keenan, his son Joey, Jon Andron, Steve Taft, Skip Stevely and Stan Honey. Chuck Hawley will go on the Cabo race and deliver *Charley* back to SF, but there's not enough room for him in the TransPac. (He's offering a large sum of money if one of the crew should suffer an unfortunate "accident". Ha, ha. Just kidding).

In addition to doing well in the TransPac, Chuck points out that like *Merlin*, *Charley* is a boat devoted to having a good time. The humorous sea monster climbing out of the waterline and adorning the spinnakers

Charley  
looks like a  
cross between  
Kialoa  
and  
Merlin.

makes that pretty clear. One of her first outings treated 35 people, including a bunch of kids, the folks from Geraghty Marine, and the owners to a sunny joy ride. Sure, winning the TransPac is important — if you

spend that much money it *better* be important. Having fun while you're doing it is important too. And that's the spirit of *Charley*.

So if you want to be able to tell your grandkids that you raced against *Charley* in the TransPac, get out a pencil and piece of paper. You've got only a month left to request an invitation by the TransPacific YC. Write a letter to Grant Baldwin, Race Committee Chairman, c/o TransPacific YC, 1515 North Vermont Ave., Los Angeles, CA 90027. Or call (213) 667-6822 during business hours. Invitations will be extended between March 15 and April 15, and entries are due May 2nd. You need a valid IOR certificate, \$500 entry fee, waiver and release form and the required photos, crew list and charter forms if applicable. Your boat has to have been launched, rigged and sailed in its racing configuration by March 15.

*Charley's* ready and waiting. How about you?

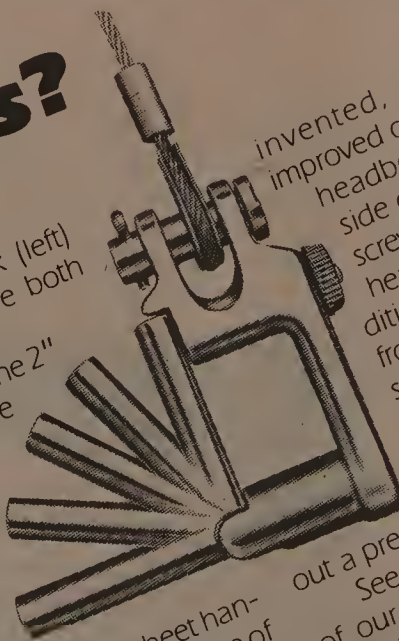
— latitude 38 — *svc with chuck hawley*

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# DREAMING ABOUT TRANSPAC 1983?



DIANE BEESTON

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### 1977 MITCHELL

Main	Light 150%
130% / 90%	Blast Reacher (125%)
Storm Jib	Dual Wing Staysail
1.5 oz. Spinnaker	.75 oz. Spinnaker
.75 oz. Spinnaker (1980)	.50 oz. Spinnaker
.75 oz. Bloopers	1.5 oz. Bloopers

### 1981 HORIZON SAILS

Main (Kevlar Leech)	Mylar 150%
125%	Kevlar 110% (1982)
Jib Top (150%)	1.5 oz. Spinnaker
1.5 oz. Bloopers	Dazy Staysail

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# THE SEA OF CORTEZ:

Two months ago our guide left you at Ensenada de los Muertos, having covered about 92 miles of shoreline north and east from Cabo San Lucas. We now leave behind the bare open coast of the east cape for a procession of islands, reefs, channels and currents that characterize Baja's east coast. You now enter the Gulf proper.

Punta Perico lies three miles north of Los Muertos. In the vicinity of this point, two miles south of Punta Arena de la Ventana, there is a short run of wind and wave-sculp-

ted bluffs, called Cuevas de Leones; there is excellent diving here. Hotel Las Arenas is situated on the bluffs overlooking Cuevas de Leones, and is a prominent mark facing to sea.

Marginal anchorage can be taken just

Below, balloons in La Paz; at right, a shower at Candaleros on Isla Espiritu Santo.

ALL PHOTOS BY  
CHARLES KULANDER

northeast of the hotel, off a sandy beach in two to four fathoms, but there is no protection. The smaller beach directly in front of the hotel is foul with a dangerous rocky shelf.

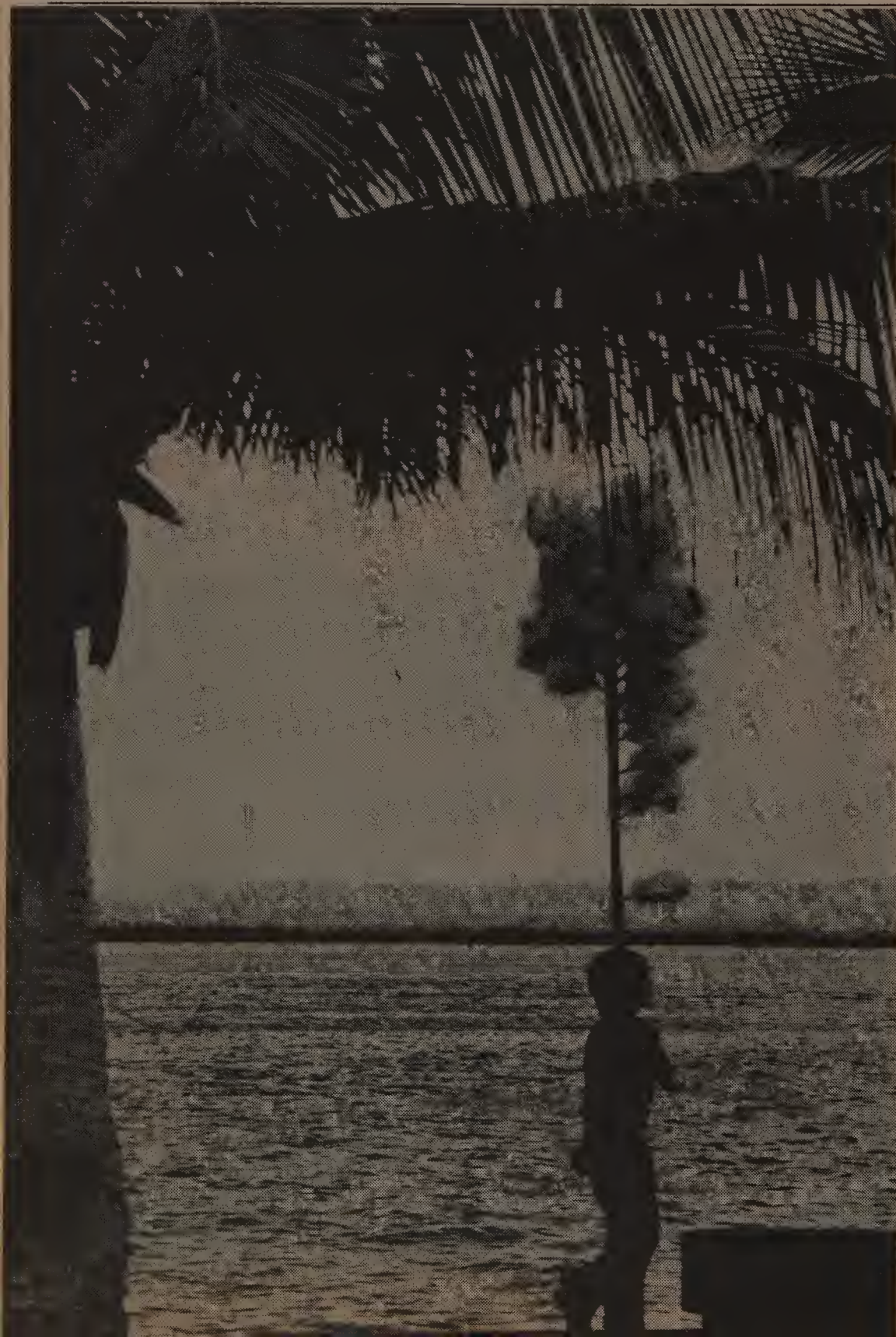
Punta Arena de la Ventana forms the southeast corner of the expansive Bahía de la Ventana, and is the southern entrance point to the Cerralvo Channel. Low-lying terrain surrounds Punta Arena de la Ventana, and when approaching from the northeast the white-washed lighttower looks like a sail. We were once drawn off-course by trying to hail the lighttower.

In southerly weather, the lee of the point provides good anchorage in two fathoms 100 yards offshore, deepening gradually beyond that. When approaching to anchor, beware of the reef that extends out more than 300 yards in a northwest direction from the lighttower.

The beach here is long, shadeless and popular with shark fishermen. And near their cluster of shacks lie the remains of a few dugout canoes. Hewed from the timbers of mainland Mexico, these canoes were brought over in numbers to work the pearling beds. If you chance upon one sailing under a flour sack sail, you have seen a rare sight, like a green flash or a breaching whale; with the advent of plywood and fiberglass, they have almost completely disappeared from the Gulf. Even their weathered remains are now being dragged off the beach to decorate a burgeoning number of seafood restaurants.

Five miles north of Punta Arena de la Ventana lies Isla Cerralvo, a narrow granite ridge that is the southernmost of the Gulf's islands. There are two fair anchorages along the western shore, safe only from the prevailing north winds. You can anchor in a small bight immediately northwest of the Punta Vieja lighttower near the south end of the island, in three to six fathoms over a sand bottom, protected from north to northeast winds by a projecting sandspit. You will find excellent shelling here along the sea wrack: cowries, helmets, cones, sea buttons and olives.

El Limona lies 4½ miles from the northern extremity of the island, where there is a small sand and gravel beach at the bottom of the bight. Anchorage can be taken here with





good protection from northwest winds.

The Cerralvo channel lies between the peninsula and Isla Cerralvo. Its southern entrance is about four miles wide, abreast Punta Arena de la Ventana, while the north entrance is about seven miles wide, abreast Punta Gorda. The channel is well-lit from Punta Arena de la Ventana and Punta Gorda on the peninsula, and from Punta Viejo and Arrecife de la Foca on the island.

Montana rock, 3/4 miles off the southeast end of Cerralvo is the only danger offshore. In 1874, the steamer *Montana* struck on this rock and since then it has been well-charted. If you feel the need, you can cut between the rock, which is covered by four feet of water, and the island in depths of five to six fathoms.

There are frequent calms in the channel, and the tidal streams run as fast as 2½ knots. If you don't have an engine, you might do better laying a course to the outside of Isla Cerralvo, especially when confronted with an often prevalent head wind coupled with an adverse tidal current.

Five miles north of Punta Gorda, across from Isla Cerralvo, is Punta Santa Cruz. This bluff point is easily recognized by a rock mole built off the point's southeast side, and by three conspicuous crosses of stone that top the bluff. These crosses erroneously commemorate the first landing by Europeans on the peninsula.

If you carry less than four feet of draft, anchorage can be taken behind this mole, using bow and stern anchors to keep from swinging into the sportfishers that anchor stern-to against the mole. Ashore there is a private boatyard and a marine railway. Anchorage for larger boats can be taken off the mole in two to five fathoms, but protection is lacking.

While these facilities are surprising along this bare section of coast, even more so is the amount of wealth located here, a xanadu among so many fish camps. Rancho Las Cruces first began as a port that served the needs of the pearlers who worked the western side of Cerralvo. During the 1930's, as the pearl oysters disappeared, so did the village. In 1950, Abelardo Rodriguez Jr. took over the deserted site and built the first luxury resort south of La Paz, with the help of deep wells that brought back to exuber-





# THE SEA OF CORTEZ:

ance the drought-stricken fruit trees that color this coast green. The hotel was converted into an exclusive private club in 1962. Bing Crosby had a house here. Desi Arnez still does, the last house on the south end, complete with guitar-shaped swimming pool. When we went to the hotel once to buy a drink, we were given one instead. "Money isn't used here," the bartender told us.

North of Punta Santa Cruz, the coastline is full of indentations, small coves and extending reefs, but nothing that gives protection from a heavy sea. Bahia Rosario is a shallow nick in the coast; a three-fathom coral shoal is situated at its head. Just one mile north of Bahia Rosario is Puerto Mejia, but this name is a misnomer as there is no anchorage in either of the two coves except for boats small enough to be pulled onto the beach. A nice lunch stop in fair weather is at Piedras Blancas, 4½ miles southeast of Punta Coyote. This is where a broad arroyo cuts down from the mountains, and is fronted by a moderate run of gravel beach. A deserted home is the only structure on the beach. Anchorage can be taken in three fathoms 100 yards from the beach. The bottom is mostly rocky, but the diving is excellent. Beware of a dangerous rocky shelf that extends out several hundred yards from the south end of Bahia Coyote, near where the low dark bluffs end.

**B**ahia Coyote is a three mile wide indentation of the coast that offers little protection from the prevailing winds. But you can anchor almost anywhere along an ash-colored beach which runs the length of the bay.

From Punta Coyote, you now enter the



The waterways of San Gabriel.

north side of the channel. When navigating between Isla Espiritu Santo and the peninsula, beware of three areas of foul ground: Arrecife San Lorenzo, Rocas Suwanee, and Scout Shoal.

Arrecife San Lorenzo lies on the northern side of the channel; its northwest limit is one mile southeast of Lupon Point on Espiritu Santo. This reef is a rocky ledge that rises to a least depth of 1½ fathoms. Tropical storm

a depth of nine feet.

Rocas Suwanee lies half a mile northeast of Arrecife San Lorenzo. This small patch of rocks has a least depth of four feet, surrounded by five to six fathoms.

Scout Shoal, mapped in 1868 by officers of the *HMS Scout*, is situated on the south side of the channel. Composed of loose stones, it measures about 500 yards long and 175 yards wide; its least depth is 1½ fathoms. A lighthouse has been built on the shoal, and exhibits a white/green flash of two seconds that is visible for 11 miles on a clear night. If you're headed for the light and the flash is green, you're not in the main channel.

There are three ways to navigate the San Lorenzo Channel. The mid-channel track is the safest, with depths of seven to eight fathoms. When coming from the southwest, pass Punta Coyote at a distance of one mile, and steer for the far rocky bluffs of Punta Dispensa on Espiritu Santo. When Punta Arranco Cabello bears about 220 degrees magnetic, steer due west and you will pass safely through mid-channel. If you are entering at night, continue on a westerly heading until the quick flashing light on Roca Lobos is visible to the south. That way you will clear any outlying dangers.



The isthmus separating Partida from Espiritu Santo. Far right, the ferry enters Pichilingue, sight of U.S. coaling station ruins.

San Lorenzo Channel. As early as the 17th century, ships have been striking rocks in this channel. More recently, the Topolobambo ferry struck foul ground and sank on the

Lydia destroyed the lighthouse that was constructed on the reef. Now there is only an orange ball on a pole. Close southeast of the marker, a rocky pinnacle rises to at least

**W**hile the mid-channel track is used by large ships, during the day, small craft can



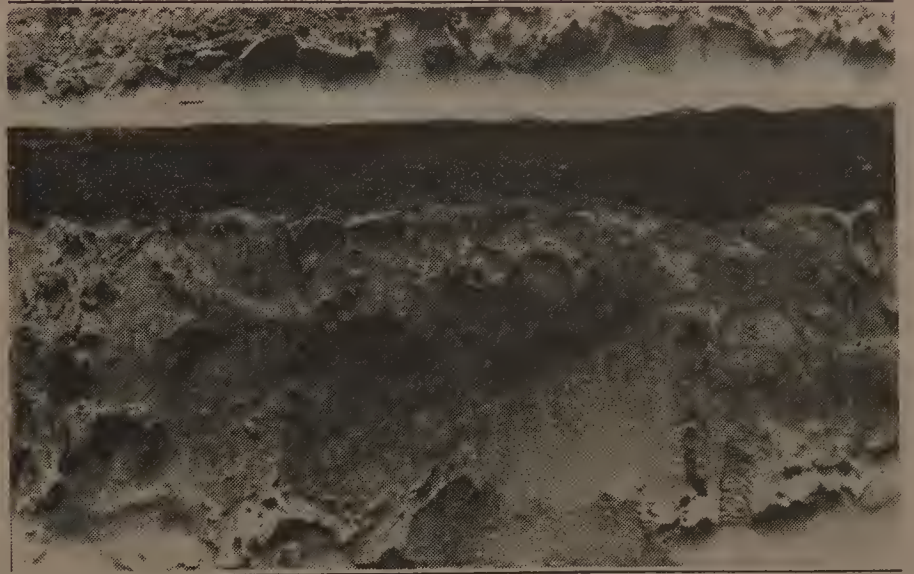
# MUERTOS TO LA PAZ

safely navigate on either side of the reefs. In the northern channel, between Punta Lupo and Arrecife San Lorenzo, there is a passage  $\frac{3}{4}$  miles wide where the depths average four fathoms. The south channel runs between Scout Shoal and a two-fathom shoal projecting out from Punta Arranco Cabello. This channel is  $\frac{1}{4}$  mile wide and  $3\frac{1}{2}$  fathoms deep.

Water depths between those shoals can usually be determined by the hue of the water, and in calm weather by watching the bottom glide under your keel. Especially when using the southern channel, watch out for strong tidal currents of up to three knots that could set you towards foul ground.

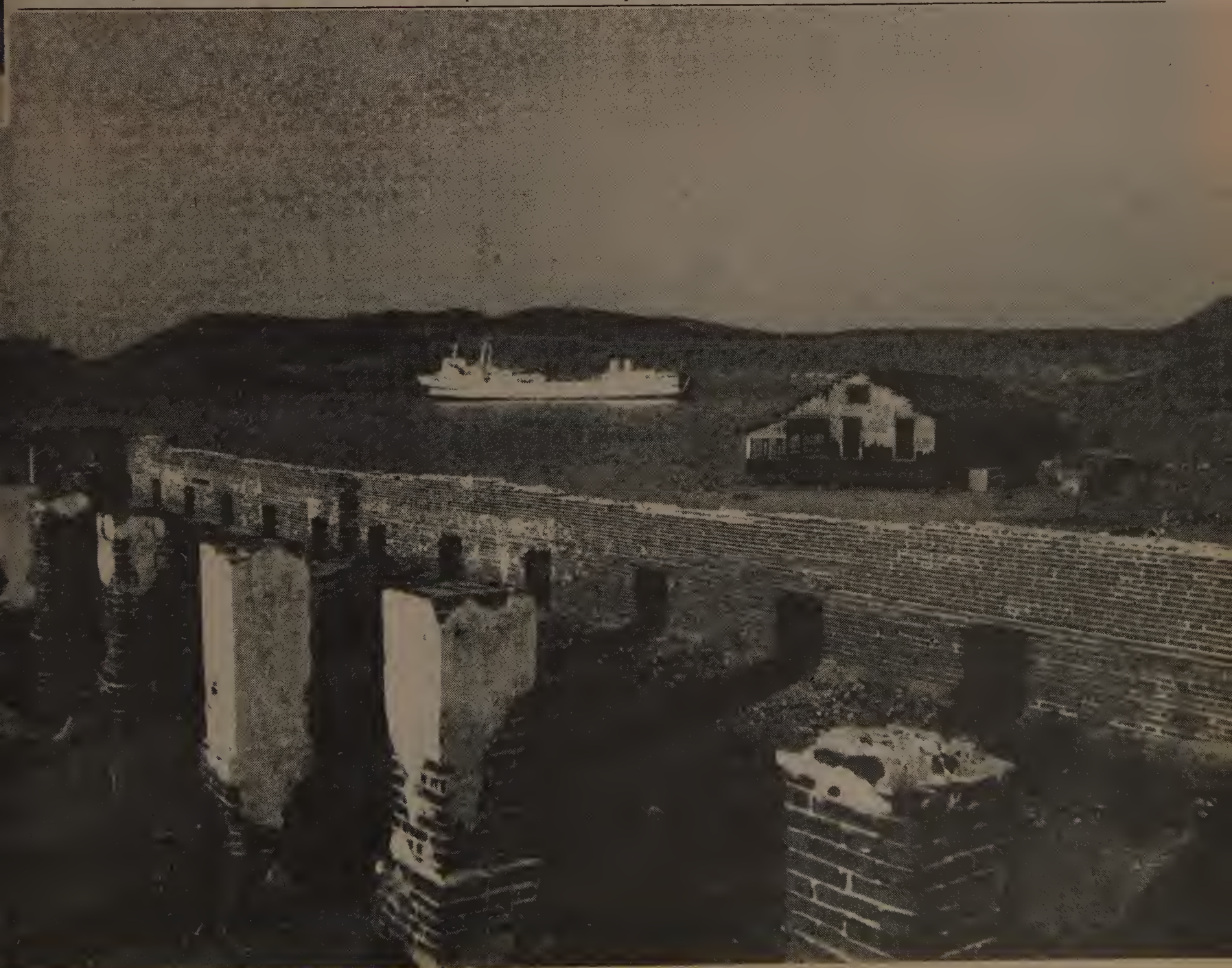
From late spring through to fall, you are

Interesting  
geology.



apt to encounter a southerly headwind on passing through the channel. This is the Coromuel, one of the classic winds of the world. It is a predictable southerly breeze that arises

in the late afternoon in La Paz, and reaches Isla Espiritu Santo later in the evening. This wind blows through the night and into the morning. And although it often reaches 20





# THE SEA OF CORTEZ:

knots, it is not usually a gusty wind, but comes steadily as if from a fan.

From Punta San Lorenzo to Punta Prieta, which is the entrance to the La Paz Channel, the coastline is composed of hills and cliffs of lava and tuffs. There are several small islands close offshore, marshy mangrove-lined lagoons, and coves backed by sand beaches.

**P**uerto Balandra lies just past Punta San Lorenzo, and is a deep indentation scalloped with five fine sand beaches. Although predominantly shoal, there is good anchorage along its outer ends. The first beach on the north side offers good north wind protection, especially tight in against the northwest end of the beach in 1½ fathoms. Bow and stern anchors help alleviate the rocking from the surge that sometimes wraps around the point. A unique mushroom-shaped rock, called La Copa, stands along the northern shore, marking the beginning of shoal water that extends to the head of the bay. When Coromuels sweep across the bay, protection can be found along the southern wall in one to three fathoms, to the west of an offshore



Muertos to La Paz.

four-foot rock.

Diving along the points of Balandra is excellent and varied. Brightly-colored parrot-

fish, cabrilla, chameleon-like cornetfish, stingrays and moray eels abound in the warm water, along with thick schools of sergeant majors and goatfish.

An islet to the east allows you to take a dinghy far back into Laguna Azul, which is rich in birdlife. Jejenes, which are almost invisible biting gnats, are numerous back in by the mangroves, and should a swarm descend on you, it will prove an unforgettable experience.

When you enter Balandra, favor the north side, as there is a rocky reef that lies off the southern end of the bay near Punta Diablo, and extends in the northerly direction. If you're coming from the southwest, don't turn into the bay until a prominent steep sand pile-up comes into view at the back of the bay. Keep towards the middle of the bay, using the sand pile-up as a range until well inside.

**T**o the east of Roca Lobos, 1½ miles





southwest of Puerto Balandra, there are two baylets which can be entered by passing to the south of a small islet. These two coves comprise El Merito. The northern cove is shoal, but you can anchor in one to three fathoms farther out and still find good protection from northerly winds. Some protection from southwest winds can be found in the eastern cove. Jejenes inhabit the mangroves that line the coves, and the diving is only fair, but you have a good view of the nautical traffic constantly moving to and from La Paz.

Northeast of Isla Gaviota, you will see a crescent sand beach backed by dunes. You can anchor in two to three fathoms with little protection, but north of the beach there is a fine stand of coral to snorkel about.

Puerto Pichilingue to the south provides one of the best anchorages in the entire gulf; the only swells seem to come from the ferries that dock at the terminal within the bay. Most people anchor abreast the ruins of two piers in the southern bight of Isla San Juan Nepomuceno. Depths range two to four fathoms over a sandy mud bottom. Be careful you don't snag your rode on a huge anchor fluke sticking out of the sand in two fathoms about 50 yards off the smaller pier. Ashore, there are the weathered remains of an abandoned U.S. coaling station, largely destroyed by a hurricane in 1918, and recovered by the Mexican government in 1927. There are 11 million gold pesos reputedly buried at Pichilingue, which explains many of the large potholes dug into the hard desert crust.

At the ferry terminal, there is a small restaurant and a few curio shops. Potable water can be obtained from a tap. As yet, there are no public phones, but buses travel to La Paz every few hours.

From Pichilingue, La Paz is a few hours sail away. While La Paz certainly has its own attractions, an idyllic anchorage is not one of them. After a few days in La Paz, we always yearn for a secluded cove, emerald water, a nice sail. We go to Isla Espiritu Sancto.

Espiritu Sancto lies 5 miles across the San Lorenzo Channel, 18 miles north of La Paz. It is one of the most visited islands in the Sea of Cortez. For good reason. Besides proximity, there are numerous coves, wells containing sweet water, excellent diving and fishing, and a history as complex and in-



Left, swimming at La Paz; right, shark fins drying in the sun, a common fish camp sight.

teresting as the topography.

The eastern shore of the island is abruptly terminated by high rocky cliffs that brunt the main force of the seas. From these cliffs, the land is almost shaped like a hand, knuckled with rounded hills and mesas, with long fingers of land extending gently westward

down into the sea at a 4° slope, forming deep coves and good anchorages. In one instance, a cove has penetrated the width of the island, geographically forming two: Partida to the north, Espiritu Sancto to the south. Most of these western coves are shallow, backed by white beaches of coral sand.

Despite the number of coves, there are few good overnight anchorages from late



# THE SEA OF CORTEZ

spring through to fall, due to the coromuels that blow quite strongly from the southwest, creating a surge condition that wraps into most of the coves. The best place to spend the night is in the isthmus, an anchorage called La Partida. Even the large tuna boats occasionally use this cove as a hurricane hole. The anchorage is on the north side of the isthmus, in a large bight. Although this bight is mostly shoal, the farther back your boat's draft allows you to go, the more protection you will find.

At the south end of the island, Bahia San Gabriel has a nice run of beach, but you can only find minimal protection from the southerlies at the south end abreast the masonry ruins of an intricate canal built in the 1900's to foster pearl oyster cultivation. The dyke and waterways were vandalized during the Mexican Revolution, and have since lain in ruin. The north end of the bay gives good protection from north winds.

Los Candeleros lies to the north and is easily recognized by a large rock offshore which divides the cove in two, and by a light green building of the Mexican Navy on the northern beach. Up the northern arroyo there is a freshwater well, constructed by the pearling enterprise at the turn of the century. There is good snorkeling along both walls of the cove and around the perimeter of the offshore rock.

Just north of La Partida, on Isla Partida, there is a narrow cove called El Cardoncito, where there is another well. A bucket and 15 feet of line are needed to draw water. Between La Partida and El Cardoncito, there is a reef that extends out 1/4 mile in a southwest direction. But instead of looping around it, you can pass between the point and the reef by staying about 35 yards off the point where depths measure about four fathoms.

At the north end of Isla Partida, you will find a spacious indentation called Ensenada Grande, which encompasses four beaches. It is a mysterious spot, and I have heard incredulous stories about UFO's and Indian ghosts that haunt this place. Silent Indian caves littered with oyster shells overlook one of the anchorages, and black jackrabbits, found nowhere else in the world, can often be seen on a quiet walk up the arroyo. And three years ago, the large wave-sculpted rock on the main beach served as an altar for our bonfire wedding, attended by some 40



The gas-lit light a Punta Arena de la Ventana.

friends brought out from La Paz on sailboats.

The number of anchorages on these islands are too numerous to detail in a magazine. We have probably anchored in 30 different locations. Everybody who spends time on this island will find their own spot, a place of their dreams.

To the west of Espiritu Santo, the coastline

stretches over a hundred miles to Loreto. The steep craggy escarpments of the Sierra de la Giganta front the greater length of this coast, and a road has yet to be built that can negotiate these steep cliffs. It is a coast of quiet coves, islands, villages and green water, a region still untouched by the voracious tourist industry. Next month we will explore this coastline as far as Agua Verde.

— charles kulander





# windjammer sails

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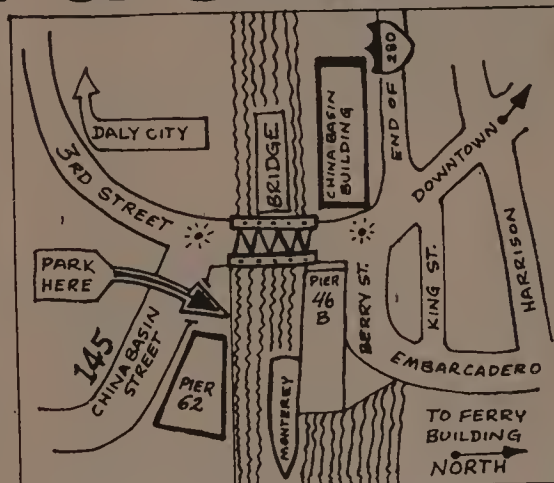
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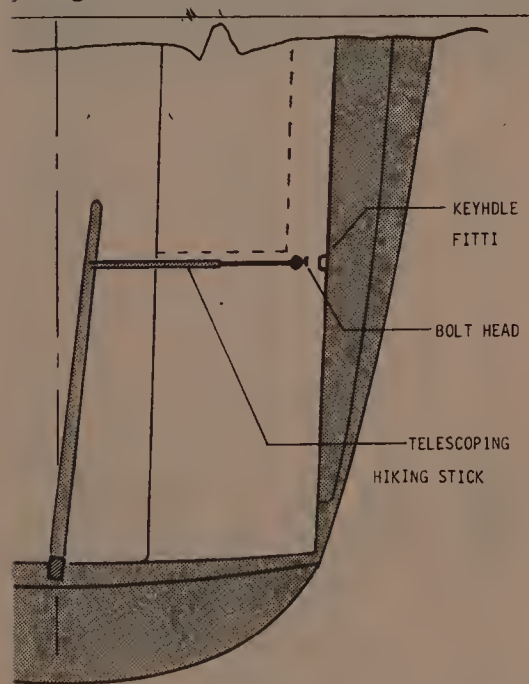
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Every winter at about this time, the one-design class that I belong to takes advantage of the light winter racing schedule by holding its annual class cruise and raft-up. Even though they insist on going to Angel Island year after year, it's an excellent opportunity to get to know some of the competition for the upcoming season. When the weather cooperates it's a very pleasant weekend.

This year I was especially looking forward to the raft-up because a few of the boats had changed owners and there were some very enthusiastic new racers in the fleet. Also, my young naval architect friend Lee Helm had



A simple self-steerer.

been crewing on one of the boats. As usual, I had some technical questions that I wanted to ask her, and it would be nice to be able to spend some time trying to fully understand her answers for a change!

We arrived at the Cove about mid-afternoon, the third boat in, and as we tied up I noticed the next boat coming around the point with a windsurfer on the foredeck, a sure sign that Lee was on board.

"I see you came fully equipped," I remarked to Lee as they motored up to join the raft.

"Hi Max," she said, "I couldn't see leaving it back in Berkeley all weekend."

Meanwhile another crewmember struggled around the 12-foot long obstruction to secure the bow line and spring line.

"I can't believe she talked me into letting her bring that thing," said the skipper. "It

takes up the whole . . . Hey, watch the spreaders!"

"Well, we know who to send ashore for more ice!" I said.

Lee and her crew came aboard by boat for the first round of drinks and snacks. No sooner had I finished pouring, when we spotted the next boat to arrive, still under spinnaker and running against a strong ebb tide in Raccoon Strait. The boat jibed once, and as it came closer we could see that it was being singlehanded. The spinnaker came down as he entered the Cove, then most of the main.

"Where's what's-her-name?" yelled one of the more rowdy types from another boat (already well on his way to a boisterous evening).

"She decided to go skiing this weekend," said the singlehander. "What does she know?!"

He pulled down the rest of his mainsail, and aided by the northerly wind pushing him into the counter-clockwise circulating current in the Cove, hove up neatly alongside the outboard boat. We all scrambled to assist him with his lines, although it really wasn't necessary.

"Nice work," said Lee's skipper. "I've never seen anyone jibe the spinnaker on one of these boats all by themselves — and you don't even have an autopilot!"

"Oh, there's nothing to it," he said modestly. "You just pull the right strings at the right time."

"You also have to know exactly what's going to happen when you let go of the tiller," said another onlooker. "That's the hard part."

"I have to admit," said the singlehander, "this wouldn't be possible without the new tiller locking system I just put on."

We all looked down into his cockpit and saw an ingenious use of a telescoping hiking stick. A large bolt head projected slightly from the end of the hiking stick, and it locked into a keyhole socket (I recognized the fitting as one intended for use with a boarding ladder) mounted on the inside vertical face of the cockpit coaming.

"I just telescope the hiking stick to the right length, and lock it in position to hold the tiller where I want it. No lines to mess with, and it's infinitely adjustable."

"Looks pretty neat," someone commented.

"And the best part is, if the boat is self-steering, and I have to avoid an obstruction or bring the boat back on course after a big puff or lull, I can unhook the tiller and steer for a minute, then lock it again with the original setting preserved."

I invited him over for a drink, and we returned to my boat while he finished furling his sails and cleaning up all the spinnaker gear.

"I'm surprised he's able to get his boat to self-steer at all," I said to Lee. "Whenever I let go of my helm, the boat veers off wildly to one side. Isn't that a characteristic of all fin keels?"

"Not at all, Max. You see, when you let go of the tiller, the rudder is free to align itself with the water flowing past it, whether the boat is going straight or turning. So as far as directional stability is concerned, it's as though the rudder wasn't there at all. Nearly every fin keel boat is going to be directionally unstable without its rudder!"

She put down her drink and spread some pate on a cracker.

"Now, if you lock the rudder in place, like our friend over there does when he leaves the helm, the boat behaves very differently. You now have a big, fixed tail fin, and the boat becomes directionally stable. That is, it tracks straight ahead, even if disturbed by a small turning force."

"So you're saying there are two ways to look at how a boat tracks: with the tiller free, and with the tiller lashed?"

"Exactly. And that's how the old myth about full keel boats having greater directional stability than fin keel boats got started."

She finished the last bite of pate cracker, and then went for the little sardines. "There are lots of full keel boats with long enough keels to make them directionally stable, even without a rudder. Those are the boats where you can let go of the helm and the boat keeps going straight. As far as I'm concerned, it's a completely irrelevant test — the tiller is always going to be used for steering or locked."

"Can a big skeg in front of the rudder give the same effect as a long keel?" asked one of my crew.

"Yes, and, with much less frictional resistance. Fortunately this whole issue of short versus long keels is finally being put to rest."



## THE \$100 WIND VANE



"So is there ever any reason to have a full keel?" I asked.

"Just one that I can think of, Max. Full keels are great when you run aground!"

"And if you go cruising," added the singlehander as he put the last sail tie on this mainsail, "you don't really go anywhere unless you run aground a lot!"

"By the way, nice work on that singlehanded spinnaker jibe," I said, now that I knew he could hear us over on his boat. "I tried it once — the result was a hopeless mess!"

"It would be tough without a tiller lock of some kind. Another trick is to mark the spinnaker sheets. I ease them both out to the marks, and then I know the sail is trimmed for free-flying, and also that I'll have enough slack to set up the pole on the new side."

"I'll bet it's also good for inexperienced crew. You can just yell at your sheet trimmer to 'ease to the mark' as you bear off into a jibe."

He coiled his spinnaker sheets, showing us the sail twine whippings that marked several pre-determined settings for each sheet.

"I've learned a lot from singlehanded around the Bay," he said. "One of these days I'm going to get a wind vane, and then really have some fun! Trouble is, they cost a thousand dollars or more!"

"Why don't you build one?" suggested Lee.

"I would, if I knew how to weld and had a machine shop."

"You really don't need any of that technology if you keep it simple," she said. "I built a vane gear once out of 3/4-inch plywood and off-the-shelf rudder fittings. The whole thing cost less than a hundred dollars."

"Did it work?" he asked.

"Sure! It worked great! It could even sail the boat wing-and-wing in light air. But it wasn't nearly strong enough to use for an ocean crossing, and it created a little too much drag for racing."

"Show me what it looked like!" he said as he reached into his cabin and pulled out a chart, a pencil and a course plotter. He stepped into my cockpit, handed Lee Helm the chart folded with the blank side up, and gave her the drawing tools.

She produced a sketch of her steering gear, explaining that it was the 'auxiliary rudder,

der, vertical axis, direct couple unbalanced servo-tab' type, and sure enough, all it took to build was four gudgeons, four pintles, some plywood, C-clamps, aluminum tubing, and a little fiberglass.

"I had to ask a friend with a sewing machine to make the sailcloth part of the vane," she explained. "But otherwise, it's all 'in-house technology', even for me."

"It sure looks simple," I said. "How big a boat will it work on?"

"It's powerful enough for just about any boat that uses an outboard auxiliary. One of the advantages of the independent auxiliary rudder configuration is that it allows the tiller to be lashed in a position that neutralizes the helm, leaving the boat balanced and directionally stable. The steering gear rudder gudgeons are on a piece of plywood that you C-clamp to the motor bracket. (That way you don't have to drill holes in the boat if you don't believe the thing's going to work!) The very crude rule of thumb for sizing the rudder is to allow one square foot of wetted blade area for each ten feet of overall length. Consider everything below the bottom edge of the transom to be wetted, because even at relatively low speeds the stern wave will come up that far. (If you have an adjustable motor bracket, you'll be able to fine tune the blade area underway!) It's important to put a nice airfoil section in both of the underwater surfaces. This is easy to do with plywood, because the plys show up as contour lines as you grind,"

"I don't think 3/4-inch ply is strong enough," said the singlehander.

"Oh, it's not!" said Lee. "That's why you need lots of fiberglass reinforcing over the wood."

We studied the drawing for a while, until Lee's skipper asked her to explain how the thing actually worked.

"Imagine you're sailing on a starboard tack beam reach," she said as she started another sketch, this one a top view. "Now, if the boat begins to head up, the apparent wind goes forward, this turns the vane and trim tab counter-clockwise, so the trim tab pushes to port. This force pushes the rudder to port, generating a larger force to starboard, which in turn swings the bow of the boat to port, which is back on course! In practice, everything is in stable equilibrium, so all you see is the boat going in a straight line."

"But the force on the rudder and the force on the trim tab go in opposite directions. Why is it only the force on the rudder that



turns the boat?"

(I was glad someone else was asking the dumb questions, for a change).

"Look at the first drawing. The force on the trim tab is about four times as far from the axis of rotation of the rudder as the force on the rudder itself. So for the torque on the rudder to equalize, the rudder force has to be four times as great as the trim tab force. So a ten pound force on the trim tab, for example, will produce a 40 pound force on the rudder in the opposite direction, for a net boat turning force of 30 pounds."

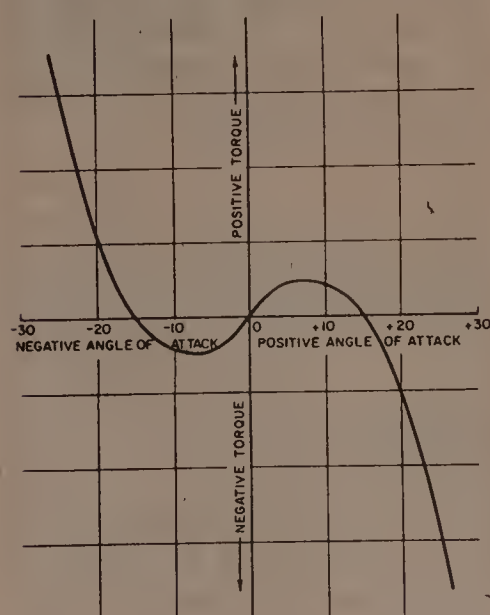
"What you really have is a mechanical amplifier," said the singlehander.

"Right. Power ratios of about four or five seem to work best, but you may need to experiment."

"What about using balanced control surfaces. Couldn't you make the whole system much more powerful that way?"

I refilled glasses all around.

"No, that would be a big mistake for this type of system. You see, a balanced rudder is really 'balanced' only at one angle of attack. Nearly all balanced rudders are over-balanced when the angle is very small. If you use a balanced rudder or trim tab, the system is almost sure to be unstable at small angles, and you'll get rhythmic course oscillations in-

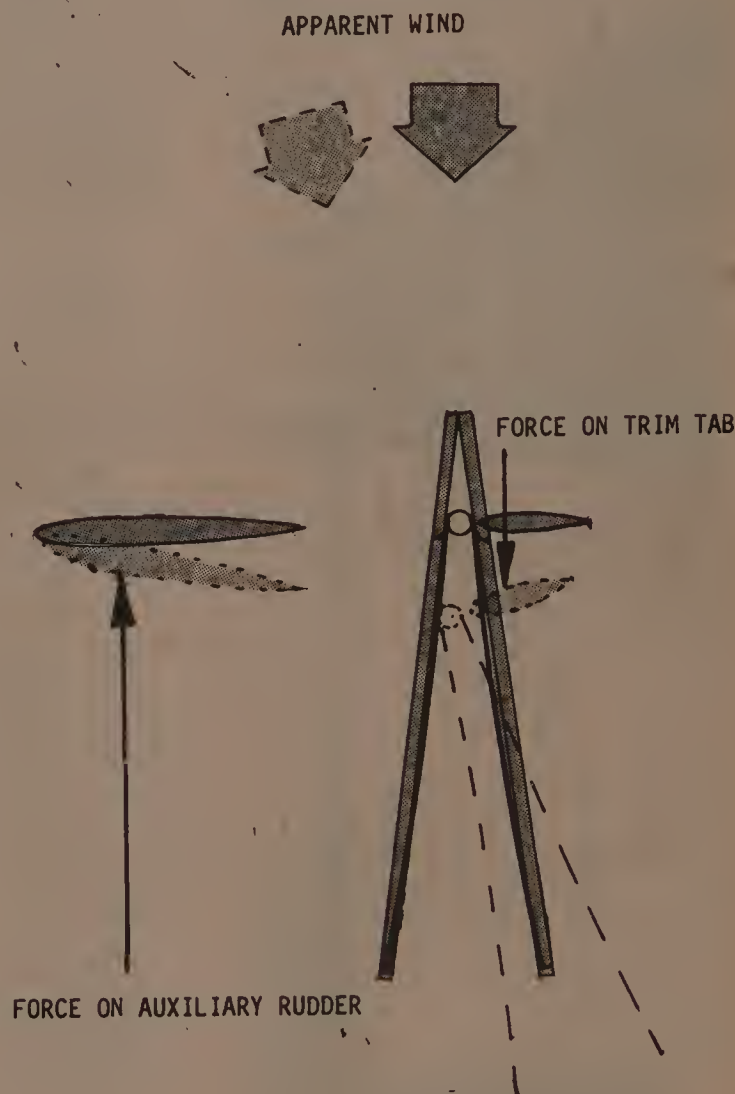


Typical torque versus angle of attack relationship

Torque vs. angle of attack diagram.

stead of straight tracking. I have a textbook with a diagram showing a typical torque versus angle of attack relationship for a balanced rudder. It may change your ideas about control surface design.

"What about the vane part. Shouldn't



there be a counterweight?"

"It's not necessary if you keep everything light. Like I said, this isn't something that would last very long offshore! One thing that is important with the vane, though, is to make sure the wind sees a wedge made by two surfaces, not a single plane."

"Why is that?"

"It's the stability problem at low angles of attack again. For this kind of arrangement, a simple wedge works much better than an airfoil."

We discussed some more of the design details, and then the singlehander took back his chart and returned it to his boat, saying that he definitely intended to build one.

"One book that's required reading for anyone interested in self-steering," said Lee, "is John Letcher's *Self-Steering for Sailing*

*Craft*. It's the 'definitive treatise' on the subject (even though he does like balanced control surfaces. You have to consider his background — he's an applied mathematician, and likes to linearize everything)."

Lee was only on her second drink, but already starting to lapse into incomprehensible technical remarks. Fortunately she decided to go windsurfing. (And without a wetsuit! She attracted quite a bit of attention when she finally sailed into a mooring line and fell in).

Meanwhile, I imagined what it would be like to have a vane steering gear on my boat, especially one that I could completely remove for racing. Despite my garage full of unfinished projects, I think this one is simple enough to have a reasonably good chance of being completed. And we still have a few months of long winter evenings left!

— max ebb





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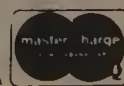
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# SOUTH PACIFIC

What is the 'Milk Run'? According to John Neal, it is "the course of least resistance for cruising through the South Pacific". Other yachties refer to it as the 'Yellow Brick Road', the cruising freeway from which there are a million turnoffs that can be taken. About 100 boatfuls of sailing adventurers are on the Milk Run during any given year.

In Volume 67 John and Sue, recently back from three years and 23,000 miles on the 'Milk Run', guided us from San Francisco through the Marquesas and Tuamotus. In this month's Part II of the Milk Run, we visit the fabled Society Islands.

After several sailing trips, covering nine years and 55,000 miles in the South Pacific, I have seen many seasons and a succession of sailors pass through. Most sailors emerge both more mellow and revitalized from their trips, but a few return home on airplanes, having left their boats in tiny pieces on a coral reefs or having tired of battling against the prevailing weather.

Perhaps fewer would return home on airplanes had they realized that there are definitely favorable times of the year to be enroute to, or meandering about these beautiful island countries of the South Pacific. The different wind, current and general weather patterns have been compiled over the years, and such information is available in the form of Pilot Charts. For the North Pacific individual Pilot Charts are available for each month of the year; for the South Pacific these charts come in a single large book that also includes the Indian Ocean. Each of the South Pacific charts cover a three-month period, and includes information on the frequency of gales, direction and force of the wind, air and water temperature, currents, and average barometric pressure.

Having left on our hypothetical trip from San Francisco in September and spending time in the Marquesas and Tuamotus, our Pilot Charts show January is usually a good time to make the two-day, 200-mile easy reach from the Tuamotus to Tahiti and the Society Islands.

## Society Islands

Many sailors heading from the Tuamotus to Tahiti might want to stop on the way at Tetiaroa, a low-lying atoll that lies 30 miles north of Tahiti and belongs to the Godfather himself, Marlon Brando. The island has no navigation lights, and there is often a strong westerly-setting current in the vicinity. The latter in part explains the large number of yachts, the most famous of which was *Condor of Bermuda*, which have been lost on Tetiaroa in recent years.

The island features a small airstrip and a hotel, but there is no pass for yachts to enter the protective lagoon. Given these lack of accommodations and the fact that on clear, calm days alluring Tahiti can be seen 50 miles away, you might be tempted to rapidly



JOHN NEAL





Adventuresome women and clear warm water, two South Pacific favorites.

50 cents a day to moor our 31-foot sloop along the shoreline tied to a tree; tying up to the concrete quay costs a little bit more, but you get electricity (110 and 220 volts) and water. If you think 50 cents a day is too much, be cheered by the fact that Papeete is the only harbor in French Polynesia that has a harbor fee.

Tahiti is an exciting place to reprovision, with lots of fascinating little Chinese shops

and several large modern supermarkets. Almost everything you want is available, but at a cost of nearly double most west coast prices. Tahiti isn't a place to cruise on a shoestring budget. If you are getting ready to start a cruise and have spent most of your money outfitting your boat, think about working — dread the thought! — another year.

As crass as it may seem, the old saying that "time is money" holds true even here. Don't count on earning your way as you go because you will come to the rude awaken-

move on.

### Tahiti

The Port of Entry and main commercial port of Tahiti — as well as the pulsing center of the Society Islands — is Papeete, a city of some 40,000 people. The pass inside the lagoon at Papeete harbor is well-lit with range lights and has lighted, numbered buoys on either side of the pass. Nonetheless, no matter how bad you want to 'hit the beach', if you arrive at night for the first time, I would recommend waiting outside until daylight. When coming from the Tuamotus, it is necessary to fly a yellow quarantine flag when arriving in the harbor, signalling that you wish permission to land.

**B**ecause of the substantial commercial shipping, there isn't space for pleasure yachts to swing free at anchor in the harbor. So yachts drop a bow or stern anchor and back up to either the quay (seawall) and tie off or back up to a beach and tie up to a tree. Once you are secure, the skipper and entire crew must go to shore and check in with Immigration, Customs and the Port Captain. Fortunately they are all conveniently located in one small building near the mooring area.

When checking in, it is important to bring along the ship's registration and ownership papers, all passports, the boat passport, evidence of bonds and airline tickets for owner and crew to Hawaii, and any other papers or documents that will demonstrate you seem responsible for your boat, yourself and your crew. The people who run these offices are polite and friendly when approached with a proper attitude. They are not impressed, however, with yachties who appear in just ragged cut-offs and toting a beer. On two occasions I've witnessed yachties being reprimanded for arriving in such a fashion. "This is a business office, come back when you are dressed properly", they were told. Tahiti isn't the old U.S. of A., so if you want a pleasant visit there you should be willing to show consideration for the way local officials conduct business, no matter how silly it seems to you.

**T**he harbor charges in Papeete are some of the lowest anywhere. In 1982 it cost



# SOUTH PACIFIC



French bread, not mail, is delivered to these boxes.

ing that unemployment is a problem nearly everywhere, and local governments are not at all excited about yachties taking jobs from local people. If you have skills in diesel engine repair, refrigeration, or electronics repair, it is possible to pick up work nearly

Mahina, a Halberg-Rassy 31.



JOHN NEAL

anywhere there are cruising yachts, but don't advertise what you're doing or work ashore, because there will be problems.

If you need to haul your boat, there are two marine railways in Tahiti, with prices about 40% less than in Hawaii. (There will soon be a new Travelift on nearby Raiatea at the South Pacific Yacht Charter marina). There are also good supplies of U.S. marine equipment; Petit and Woolsey paints, and Jabsco pumps. There are CQR anchors and chain from England cheaper than found in the U.S. and spare parts for Volvo, Cat and Perkins engines. There are several small welding shops — called "soudure" — which do excellent work for reasonable prices. The French Navy also has extensive machine shops, and will often help yachties if the local machine shops can't solve a problem.

The finest sail loft in the Pacific is next to Cale de Halage, the government slipway. It is called Voilerie du Pacifique, and is owned and operated by a good Swiss man named Freddy. His prices for sail repair are half the going rate in the U.S. His new sails are among the best I've seen, economically priced, and built with Howe and Bainbridge material from the States.

With your repairs and provisioning out of the way, plan on spending at least several weeks exploring the island of Tahiti. Most yachties end up spending all of their time tied up in Papeete, and never see the rest of this dramatically beautiful island. There are local

busses — "le trucks" — that go along the coastal road, most of the way around the island. Also, small cars or Suzuki jeeps may be rented at reasonable rates. Often people off a couple of yachts will go in together to rent a car for a day or two in order to do some exploring up in the valleys and mountains.

If you're in good shape and enjoy hiking, plan on making a trip up to Lake Vaihiria, a beautiful, isolated mountain lake at 1400-ft. It requires a very rugged seven-hour hike, starting near the beach at the Mataiea district at five in the morning. The hike is a real highlight of Tahiti, following the Vaihiria River up through stands of giant bamboo and across mountain pools and streams. There is a small camping shelter at the top, near the lake edge.

Other highlights on Tahiti include the two



excellent museums. The Museum of Tahiti and her islands is Punaauia, just ten miles from Papeete, and easily reached on one of "le trucks". This is the museum for people interested in the origins and cultures of Polynesian people. Take a picnic lunch and plan on spending an entire day here. If you're a surfer, bring your board on the bus; one of the best surfing beaches is in front of the museum.

Another interesting trip is to the Gauguin



Museum in Papeari district, 35 miles from Papeete. There is a good anchorage in front of the museum, or else it's an interesting hour ride on "le truck" from Papeete. There is also an impressive botanical garden, started by an American botanist many years ago, next to the museum, and another nice beach park for picnic lunches.

Some other interesting and convenient places to anchor outside of Papeete are the Yacht Club de Tahiti in Arue, and in front of the Maeva Beach or Beachcomber hotels, just five miles from town, inside the reef and past the airport.

## Moorea

Ten miles west, across the Sea of the Moon, lies Moorea. Be prepared for some exciting sailing in the channel, as the wind



American yachtsmen slice a 'flag' cake for the 4th of July.

often funnels off the mountains, making for some good downwind surfing. There are dozens of exquisite anchorages on Moorea, a few of them are: Cook's Bay, Opunohu Bay, and Nuarei Bay by the lovely Kia Ora Hotel. One of our favorite anchorages is just inside the reef, between Cook's and Opunohu Bays, in 10-ft of crystal-clear

DOUGLAS WILDE/REDHAWK



water.

Haul-out facilities are good in Papeete.

If you didn't bring folding bicycles with you on your trip, you can buy new folding bikes in Papeete — about \$250 each — or rent them by the day on several of the Society Islands. There is a bike rental shop at the head of Cook's Bay, so plan on spending a day biking around this incredible island. The road is flat, and along the beach most of the way. This is also a good way to check out different bays to later sail to and anchor in. For those a little lazier, you can rent Mopeds or Suzuki jeeps. Worth visiting on your circle island trip are: the original and outrageous Bali Hai Hotel, Club Med for the nightly Cabaret shows, and the government experimental farms in Opunohu Valley.

## Huahine

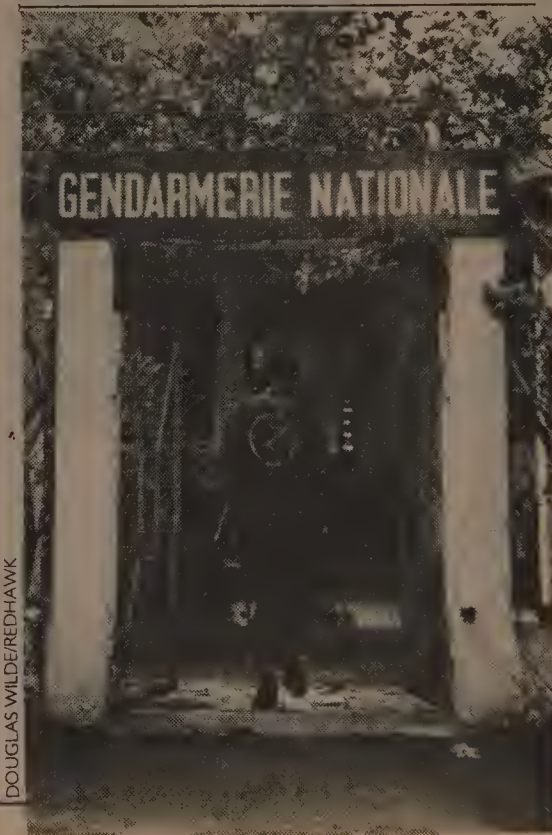
Next stop on the Milk Run is Huahine, 85 miles WNW of Moorea. It is best to leave Moorea just at dusk, so you don't arrive at Huahine in the pre-dawn darkness. Expect to pick up a bit of westerly current during the night, setting you toward Huahine. This current has caused several yachts to go up on the reef just before daybreak. Even though Huahine rises 2200-ft, there aren't any lights on the east side of the island, and at times clouds or squalls can obscure the land mass reducing visibility to just a few yards.

Huahine is actually two islands, Huahine Nui and Huahine Iti. Both are surrounded by

the same barrier reef, and connected by a rickety old bridge. There are four passes through the reef, the main ones are Avamoa and Avapehi Passes on the west side of the island, near the main village of Fare.

Fare is a quaint little, old town, boasting

Be nice to the gendarmes, and they'll be nice to you.



DOUGLAS WILDE/REDHAWK



# SOUTH PACIFIC

some great Chinese shops, a funky old hotel, a tiny Post Office, a friendly Gendarme, and a place called the Snack Shack. The latter is owned and operated by an American surfer who married a local lovely and has his beautiful schooner on a mooring out front. You can reach the Snack Shop by dinghy, tie up at the front steps and have a cold one as the sun sets behind the reef and the distant rugged peaks of Raiatea. Later you can enjoy an excellent Chinese or Tahitian dinner — or, if you're a real hard case, a cheeseburger — all for just a few dollars! Unbeatable!

Make a point to either bicycle — you can rent them at the funky Hotel Huahine — or hitchhike to Lake Maeva, three miles north of Fare village. Here are the remains of more than two dozen temples, called Maraes, built on stone platforms next to the large, brackish lake. You'll find an amazing museum built of thatch on stilts over the lake with local artisans inside. They are friendly folks happy to talk about their culture. Don't miss this experience!



Oooooo-la-la! Miss Moorea.

**M**y favorite anchorage on Huahine is Baie d'Avera, on the SW corner of Huahine Iti. It's a beautiful, untouched, white sand beach whose waters teem with so many fish you'll think you're swimming in an aquarium. To reach it, it is necessary to go through the sometimes narrow and shallow channel



Moorea, as viewed from the hills of Tahiti.

between the reef and the island. I first took *Mahina* — 4-ft draft — through, then after anchoring, I hitchhiked back and gave a friend with a CT 41 — 6'4" draft — a hand through the channel. By going slowly and having lookouts in the rigging and on the bowsprit, we were able to wind our way through the coral without a scrape. The water is very clear, and coral heads are easily seen if the sun is overhead. If you are ever in doubt about making a pass, have someone go ahead with the dinghy, sounding the way and searching for coral heads.

## Raiatea and Tahaa

These two islands share the same fringing reef, and are only an 18-mile downwind sail west of Huahine. Passe Teavapiti is the most commonly used and best marked pass into the lagoon, with range markers, buoys, and lights. It is close to the town of Uturoa which is second in population and commerce to Papeete. There is a cement pier that yachts can sometimes briefly tie alongside to load fuel and water, but the dock space belongs to the inter-island cargo and fishing boats, so don't plan on staying here longer than an hour or two even if there is space. Cargo boats arrive in the middle of the night, so you can't tie up for the evening.

Uturoa has a Gendarmerie, hospital, bank, post office, a Bali Hai Hotel, lots of small Chinese stores — with good prices, sometimes even cheaper than Papeete! — Chinese restaurants, and an open-air fish and vegetable market. Wednesday is market day, and many of the farmers from Tahaa bring their vegetables and fish to market here by canoe and speedboat. You'll also want to see the famous firewalking show at the Bali Hai hotel.

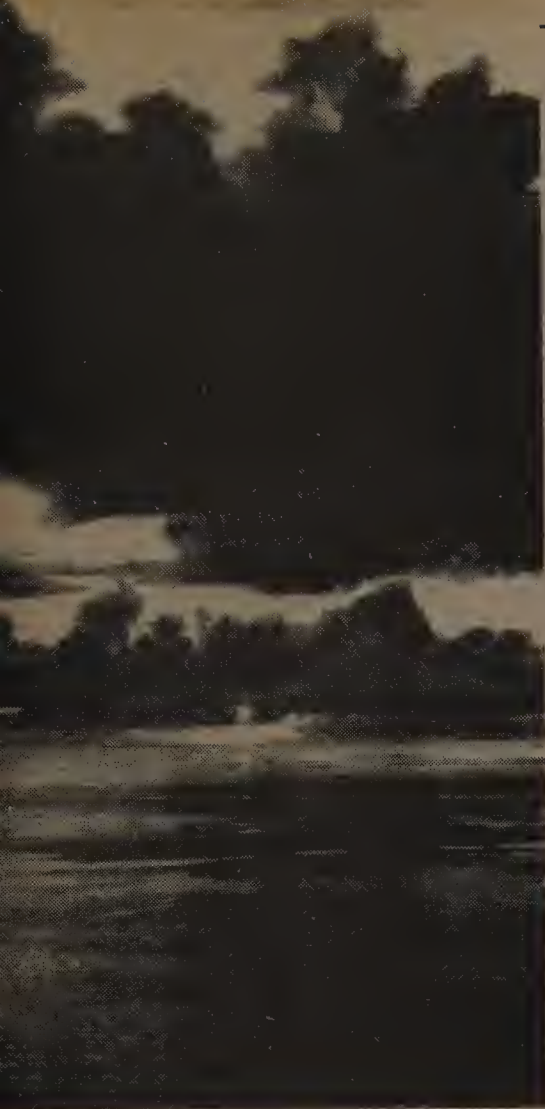
Some of the anchorages around Raiatea are deep, but by having the three separate French Charts, #6282, 6283, 6284, which cover all of Raiatea and Tahaa, you can find several good spots in less than 60-ft of water. I tried to make it through Raiatea and Tahaa the first time using a US chart with little detail; I ran aground three times!

**O**ne of the most secure and handiest harbors in the South Pacific is the marina in Baie Apooiti, just 1/2 mile west of the airport. The government recently built the harbor for South Pacific Yacht Charters, which has ten bareboats here. But it is open to the public and is, as of now, free of charge. The depth at the entrance is limited to six feet, but gets deeper once you are inside. SPYC is putting in a new Travelift this year and will have paint and supplies available for cruisers as well. There is water and power along the dock, and you drop a bow anchor and tie up



# MILK RUN

DOUGLAS WILDEREDHAWK



stern-to here, as in Papeete.

The anchorages at the south end of Raiatea are very protected, and there are several bays that extend in over two miles. But, I've never seen a yacht down there in nine years! One particularly beautiful bay, easily reached inside the reef and just five

Kia-Ora Hotel and anchorage.

miles south of Utuaroa, is Faaroa Bay. This bay is 2½ miles deep, very protected, and has a bottom of sand and mud. The Aop-pomau River is at the head of the bay and is beautiful to explore — you can go up it over a mile with an outboard-powered dinghy. This lush tropical vegetation is my idea of what an Amazon jungle must look like. There are no people within several miles, and the exotic tropical birds chatter noisily at your intrusion into their secret domain. This is a magical place you don't want to pass.

The passage from Raiatea to Tahaa is only 2½ miles, all inside the protected lagoon. Sue and I have even done it on our Wind-surfer! There are several large coral banks — the largest, Grand Central Banc, is one mile long — so it is important to make the trip near noon when the sun overhead makes visibility the best. There are many markers, but you really need the French chart here to make sense of all of the buoys and markers. Also, there is an aerial postcard by Erwin Christian available that shows this area very clearly, and is a good navigational aid in addition to the proper charts.

Tahaa is an agricultural island. There are no hotels and only a few small Chinese shops. The people are very friendly, and seldom-visited Tahaa makes for good seclusion. There are at least a dozen safe an-

JOHN NEAL



Construction worker, building a thatched-hut in Tahiti.

chorages, many at the head of deep bays where you will be anchoring on river silt instead of coral. Usually you can chose your depth — the closer you go towards the river mouth, the shallower the water.

My two favorite anchorages on Tahaa are 2½ miles inside Baie Haamene, by the little village, or just south of Passe Toahotu, pass that leads into Baie Haamene. The pass is bordered by two tiny islands, and there is an excellent anchorage in 15 feet with white sandy bottom and lots of shells on the south side of Ile Toahotu, the southernmost of the two small islets. From here it is possible to sail completely around Tahaa inside the protected lagoon, and out Passe Papai on the west side.

From Passe Papai it's only 19 miles to the jewel of the Pacific, Bora Bora. As on all inter-island trips, leave early in the morning, before 0900. This way if the wind is light and you don't feel like motoring, you'll still have plenty of time to make it in the next pass with 'good visibility. Make sure that you have heavy fishing gear trolling behind the boat for this passage, and expect a whopper! Nearly every time that we've crossed from Tahaa to Bora Bora we've landed a good-sized mahi mahi or tuna. Fish of more than 75 lbs. are not uncommon in these rich waters.

## Bora Bora

In his book *Hawaii*, James Michener wrote

DOUGLAS WILDEREDHAWK





# SOUTH PACIFIC

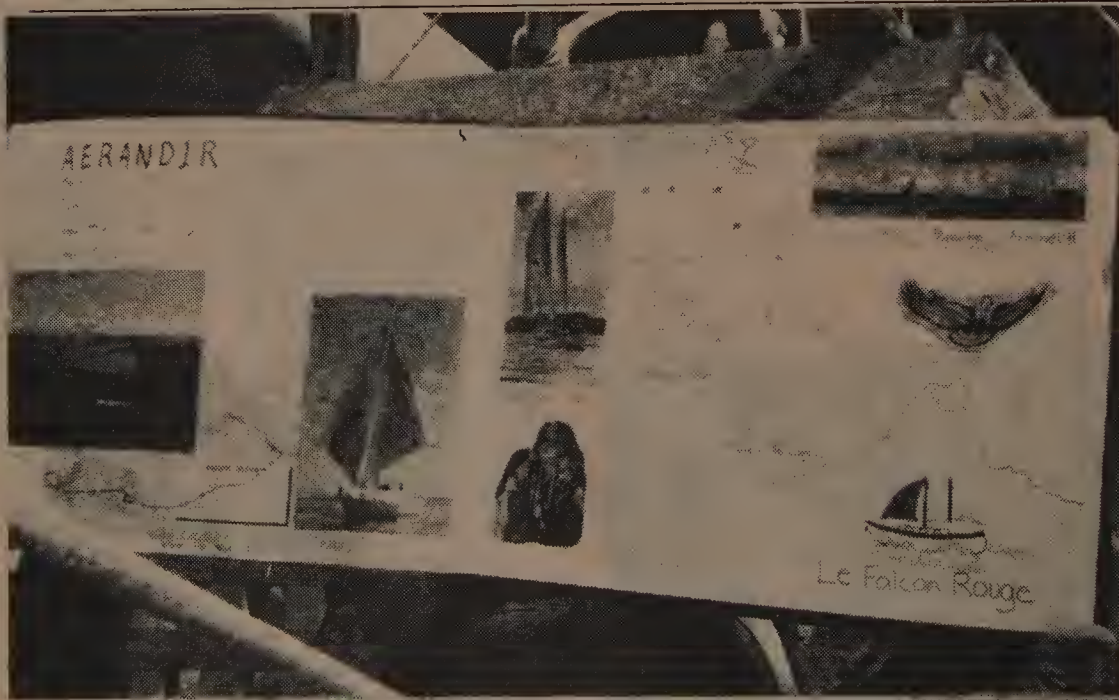
of Bora Bora, "It was Bora Bora, as it rose from the sea in sharp cliffs and mighty pinacles of rock. It contained deep-set bays and tree-rimmed shores of glistening sand. It was so beautiful that it seemed impossible that it had arisen by chance; gods must have formed it and placed the bays just so, an illusion which was enhanced by the fact that around the entire island was hung a protecting necklace of coral on which wild ocean waves broke in high fury, trying vainly to leap inside the placid green lagoon, where fish flourished in abundant numbers. It was an island of rare beauty, wild, impetuous, lovely Bora Bora."

In 1769 the brilliant Captain James Cook became the first European to lay eyes on the untouched paradise. A lot more westerners came during WWII when Bora Bora was a U.S. naval and air base. The first troops arrived in February, 1942 and for the next four years as many as 6,000 men were stationed on this island. The base serviced ships and planes on their way to the Solomon Islands. The present airfield, on one of the reef islets, was built by the US Navy Seabees in less than four months during 1943. Remains of several underground quonset huts and large gun emplacements on the hilltops, are reminders of the American presence, as are some blue-eyed Tahitians with obviously American genes.

passage through the reef, which is guarded by small islets on either side. These two smaller islets, Motu Tapu and Motu Ahuna, are uninhabited fantasies.

Directly in from the pass is the Bora Bora Yacht Club. Most cruising yachts stop and anchor here at least once to take advantage of the self-service bar, great dinners and potlucks, as well as the free showers and loaner bikes. Every yacht visiting the club fills out a page or two in the large guest books at the bar.

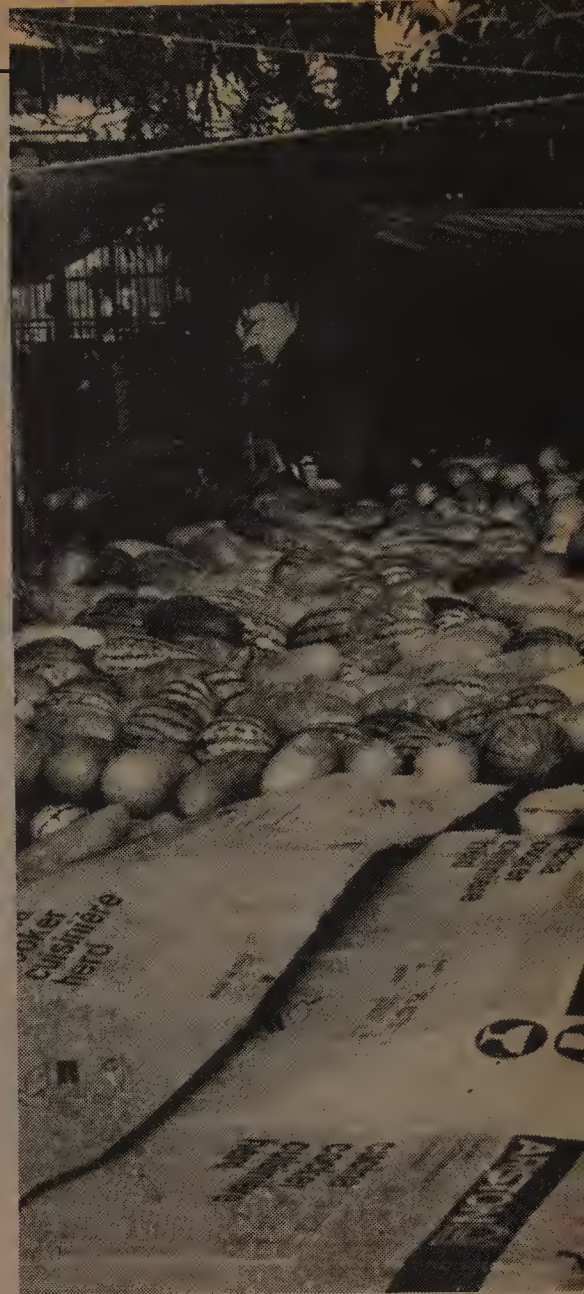
From the Yacht Club it is just a ten minute walk to the main village, Vaitape. Vaitape has a Gendarmerie, two tiny banks, a post office, clinic, several well-stocked Chinese stores, and a place to buy gas, diesel, and kerosene. There are bikes and Mopeds for rent near the Oa Oa Hotel, and the bike ride around the beautiful island only takes about three hours. One of our favorite anchorages on Bora Bora is in front of the Oa Oa Hotel. The hotel, owned by a helpful young American couple, is a great place to anchor and row ashore for dinner. The meals are exquisite and prices reasonable. Several nights a week they have the best Tahitian dance show on the island, put on by the Tahitians that work in the tiny thatch-roofed hotel.



**B**ora Bora is primarily of volcanic origin. Its main island is six miles long and 2½ miles wide, with a population of 2500. It is dominated by an imposing, flat-topped 2250-ft peak, which towers over the only

The scrapbooks at the Bora Bora YC are world famous.

Looking over my well-worn chart of Bora Bora, I count at least 25 superb anchorages. Altogether I've spent about a year there in



Watermelons are big — and green — in the Society Islands.

the course of five separate visits, and have only seen half the anchorages. I've never even made it past the airport to the beautiful shelling areas on the northwest side of the island, which with the rest of the island has some of the best snorkeling in the world. Visibility often exceeds 150-ft, and the water temperature is 82°. There are millions of friendly brightly-colored tropical fish, as well as spectacular coral formations. In Baie de Povai there is the partly-sunken wreck of the last wooden inter-island copra schooner. She was run on the reef by a slightly crazy, but very friendly Tahitian who had planned to beach it and turn it into a disco/cafe.

Bora Bora is the place to clear when you are leaving French Polynesia. The Gendarme there will give you a paper to take to the bank for the return of your bond money and will issue you clearance to your next port. You can ask permission at this time to stop briefly at Maupiti, a small, exotic island, 27 miles west of Bora Bora.

**W**hen leaving for Maupiti, it is imperative to watch the weather, and most im-

DOUGLAS WILDERHAWK



# MILK RUN

DOUGLAS WILDER/REDHAWK



Mopelia is a small, rarely visited atoll 100 miles WSW of Maupiti. It has a pass into the lagoon and often has a few copra workers, brought here on one year contracts to harvest the copra. The remains of the famous German WWI raider, *Seeadler*, are here. It was wrecked when high seas came up while the ship was careened on the beach; she is in small pieces underwater now. Mopelia is the last Milk Run stop in the Societies.

**Summary:** The Society Islands rate



'Milk Run' milkbottles out of a possible five, because of their secure anchorages, friendly people, great hiking and snorkeling, as well as easy provisions and haul-outs.

— john neal

*In upcoming months the Milk Run wanders through the Cooks Islands and more isolated Northern Cooks where islanders still free-dive to 130-ft for black coral. Join us, won't you?*

portantly, the southerly swell. If you see large breakers on the reef at the south end of Bora Bora, either skip going to Maupiti, or wait until the southerly swell has diminished.

## Maupiti

Maupiti's pass has claimed two inter-island cargo boats and at least 15 lives. So if you arrive at the entrance to the narrow but well-marked pass and see breakers, forget it! What happens in a large southerly swell is that the seas come over the reef and fill the lagoon, so that the only place for all of this water to get out is through the pass. As a result there may be an ebb up to eight knots. This happens each year for a week or two, and no boats of any kind can enter or leave.

The tides in the Society Islands are solar, instead of lunar like everywhere else in the world. Consequently high slack water is always at noon in the Maupiti pass, which is the *only* time of the day the pass should be attempted.

Although Maupiti is hard to get to, it's an island paradise worth working to visit. There are no Europeans on this island and no hotels, just a beautiful island with some very friendly and industrious people who grow watermelons and ship them to Papeete on a

small trading boat. There are three excellent aerial Erwin Christian postcards of the pass and lagoon that are nearly as helpful as the



DOUGLAS WILDER/REDHAWK

Sometimes the pleasures of Polynesia exhaust even the heartiest of American yachties.

hard-to-find chart of Maupiti.

## Mopelia

Join us also at Latitude 38's Crew List Party in early April. We'll be showing a short film on sailing in the Society Islands as well as our own personal slides. Naturally we'll be ready to answer all your questions about cruising in the South Pacific.

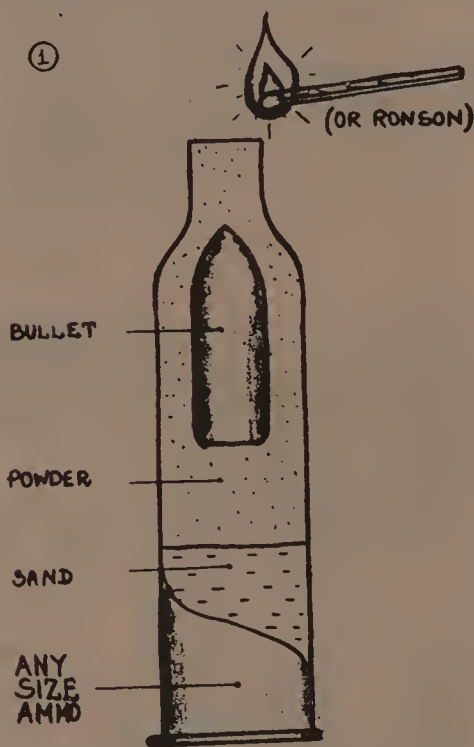




## TO FIRE!

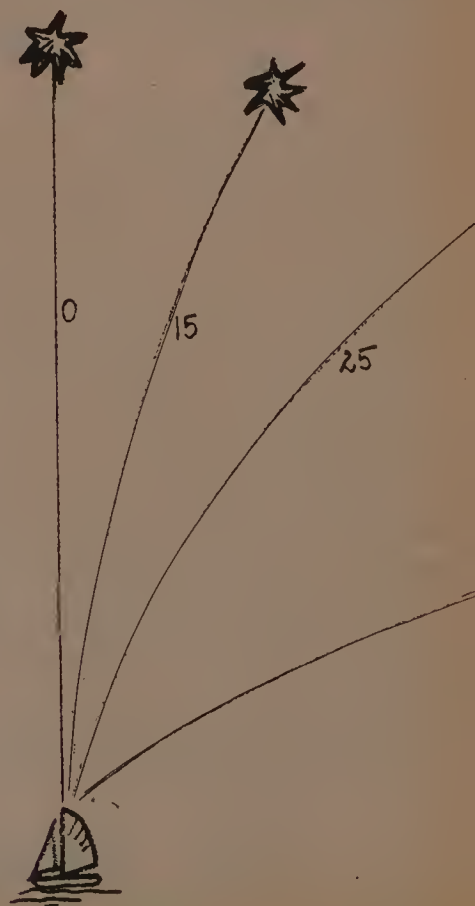
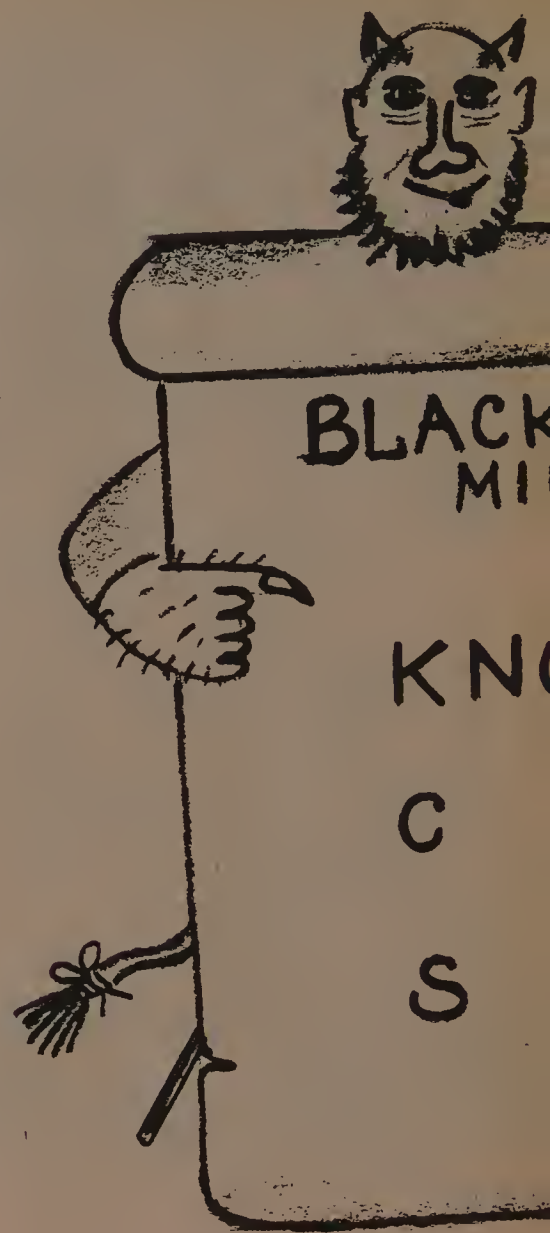
An anecdote said that during a decisive battle Nelson, the famous English commander, was informed by signals that the top command decided to postpone the battle and sail all ships home. Nelson, being sure that he can gain victory, placed a telescope on his blind eye and claimed: "I can't see any signals". He attacked and as we know from history, he won! The conclusion: even proper signals can be sometimes invisible! Even if they are about life and death matters . . .

I do not care too much for Admiral Nelson, telescopes and Trafalgar. But I care a lot about signals at the sea — because there are very often about life and death matters. In past years *Latitude 38* published several letters and serious articles about emergency signals. And the conclusion was simple — many of distress signals were found as effec-



tive as those signals to Nelson . . . But in case of emergency we sailors will rather be sure that our distress signals will be seen.

**P**rotechnics is my old love. Growing up during WWII, in Europe, we "kids of the war" had lot to do with explosives. We dismantled lot of them — and they dismantled lot of us. Who is not believing please look over Fig. 1. "How to fire bullet without a rifle". How dangerous is such weapon? Very dangerous. Of course I am talking about per-





(2)



POWDER  
LE

75%

13%

12%

TRAJECTORY  
OF SIGNALS...

(3)



es/  
hour

son who fire it, and the risk is — if somebody solid figures — from one to ten fingers. So please never try it!

After kids of Europe dismantled all rockets, bombs and land mines the game was over. But some of them, because of ammo shortage, switched to chemistry. This way I produced black powder using old German chemistry textbook. Before I obtained MS in Chemistry I manufactured explosives in industrial quantities. Black powder was all around me: in my sandwiches, in my notebooks and between pages of my juvenile poems. (Fig. 2)

But please do not take as my personal weakness the suggestion that one never have too many distress signals when doing serious sailing. And please do not call me pyromaniac when I am suggesting to everybody to try at least once (on 4th July perhaps) to see how your arsenal is working.

It is worth to make some tests, because some distress signals may be adequate for a garden party illumination but are rather not recommended to be used when wind is blowing "Farallon style" (Fig. 3) and land is even more remote than those, so famous, islands. Talking about pistols I have only confidence for heavy pieces, used on merchant ships, with ammo of battery 'D' size. You must have strong hand to hold it, but you never have any doubts that you fired something good.

Yes, we all know that red flare, star or rocket means a distress call. That white signal is something much less important and probably is used by somebody to look around in darkness. That green rocket... mean different things in different places. But are we absolutely sure what colour we see over hazy horizon? In 1968 after well known tragedy of sailboat *Cefeus* on Baltic Sea (five persons died in water) Maritime Court found that red rockets fired by crew of *Cefeus* were perceived by fisherman boat — about ten miles from sailboat — but the fisherman saw them as yellow, maybe "white-yellow" signals! Writing a report from this case for sailing magazines I noted in my papers: "It look like we have another kind of Doppler effect".

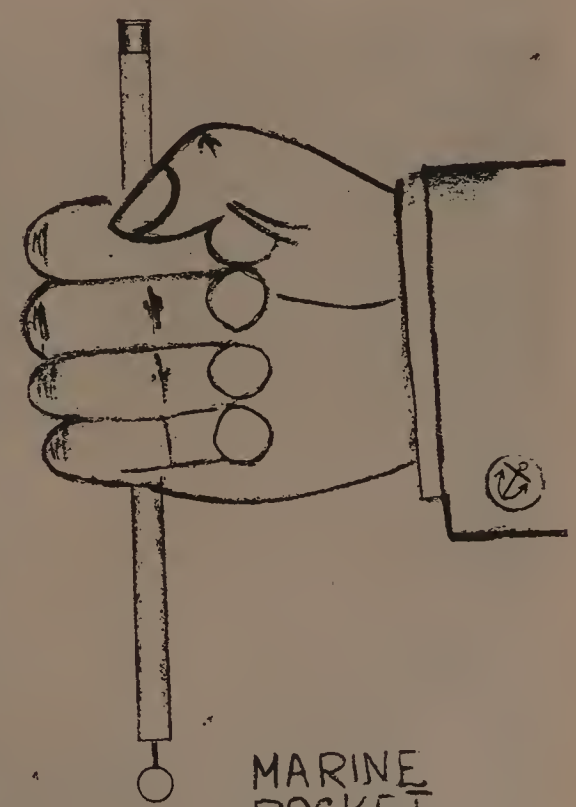
In recent years I saw several new items designed as distress signals at sea. They scared me almost to the death. One of them was tiny pipe looking like pencil announced as "Rocket launcher". (Fig. 4).

Unfortunately, signals are expensive (how expensive vs human life?). For this reason many sailors don't buy them, believing they are safe with "two flares, whistle and flashlight". This part of my column I like dedicate to those who unfortunately believe that I am "small is beauty" maniac. Fighting against "Armament races" and "Buy bigger" tyranny — when it comes to security I am for Best, More, Bigger.

But before all, I am for knowledge how to use our distress signals. Yes, how to use it. Those who had occasion to use hand flare in heavy weather know for sure that it is easy to become "Double Nelson" (Fig. 5) in shorter time than one could expect.

Stopping caustic remarks and teasing about famous Admiral, what do I like to have for sailing offshore? With best hopes that I will never use them I find as absolutely necessary: Pistols, cal 4 (1.04 in), 2 (my

(4)



MARINE  
ROCKET  
LAUNCHER

choice is Heckler and Hoch Inc.); Red stars, 10; White stars, 10; Hand flares red, 10; Rockets (red parachute), 5; and Orange smoke signals, 5. The best manufacturer I know is "Shermuly Ltd" in England. A really good one.



# TO FIRE!

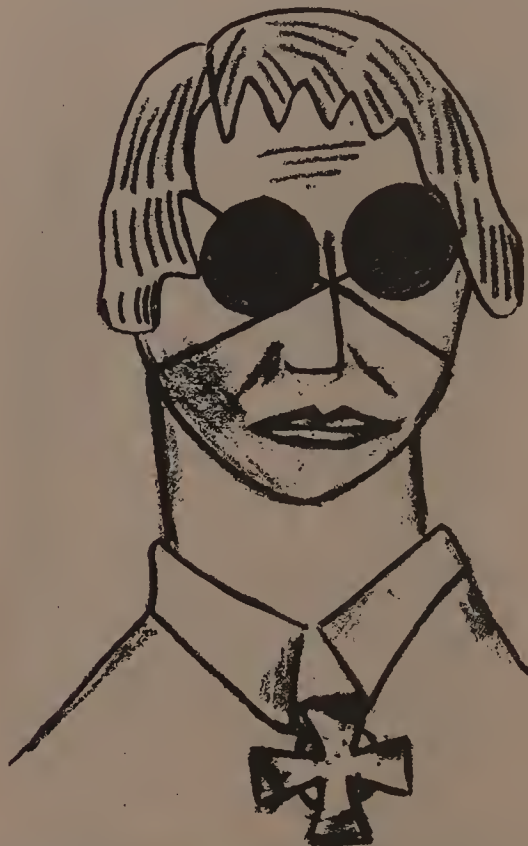
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## DOUBLE NELSON...

What about stroboscopic light — a new flash on the sky? I think it is a great idea, much better than cartridges of flash bulbs with their so limited amount of flashes. Good strobo can give hours of work generating thousands of flashes, each one visible for many miles!

Because of this unique property I like ask you to pay attention on the stroboscopic lights designed for boat's masts. Basically they are in two versions, designed for permanent flashing (apr 1/sec) or for flashing a SOS in Morse code. The current drainage is only about 1 A. Such flasher if placed on the mast top can be visible from tens of miles during period of time not comparable with any previous distress signals.

As I said, pyrotechnics and rocketry were always my "specialite de la mansion". Maybe this is the reason that even today, after so many years, when passing "Red Devil" factory in San Mateo (near Highway 101) I honk the horn, saluting all those dare devils. But seriously I will be more than glad to participate in any effort concerning improve-



ment of distress signals, their manufacture and distribution for sailing boats.

At the end one substantial question from *Latitude 38* discussion about our pyrotechnical equipment. How dangerous are distress pistols if used (accidental or intentional) against human body? The answer is: very dangerous. There were several lethal cases if the distance was short and very serious wounds and burns even from big distance. Of course I am talking about commercial distress pistols. Some of so called "yachtsman" type can't kill even a flea . . .

Once again, like in case of liferafts, we are faced to two different standards "for yachtsman" and for "for merchant mariner". In such situations I am always suspicious . . . The size and depth of ocean is same for both of us. The wind force and night's darkness is same. The price of our lives is same — priceless . . . Why is somebody suggesting us different emergency equipment?

— andrew urbanczyk

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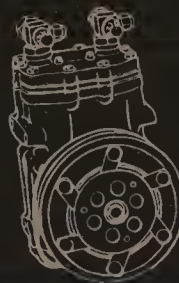
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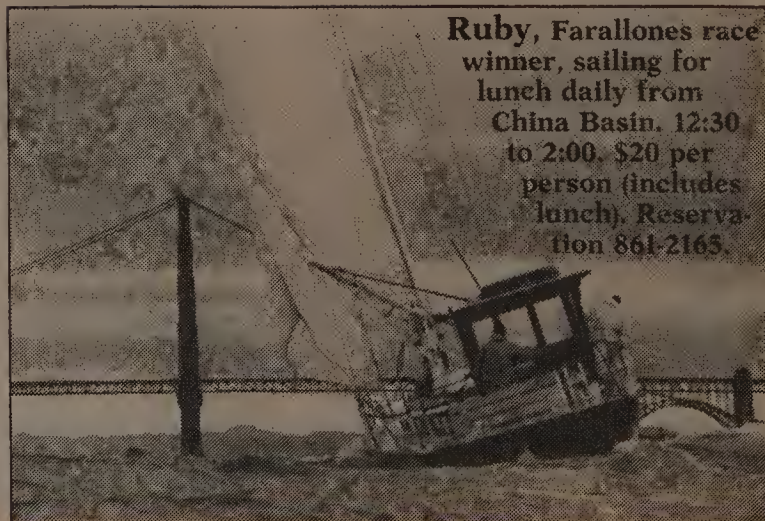


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Weighing a total of 5700 pounds, they were built to last indefinitely on San Francisco Bay, a severe habitat for recreational sailing if there ever was one. Owners vouch for the boat's overconstruction and Jocelyn Nash, who sails *El Gavilan*, weathered the treacherous 1982

Doublehanded Farallons Race with no problems. She says she once saw a fishing boat bang into a Hawkfarm with little damage to the latter. Wylie says he fully expects to die with all 32 Hawkfarms still sailing around. Not only the boats, but the owners are also durable.



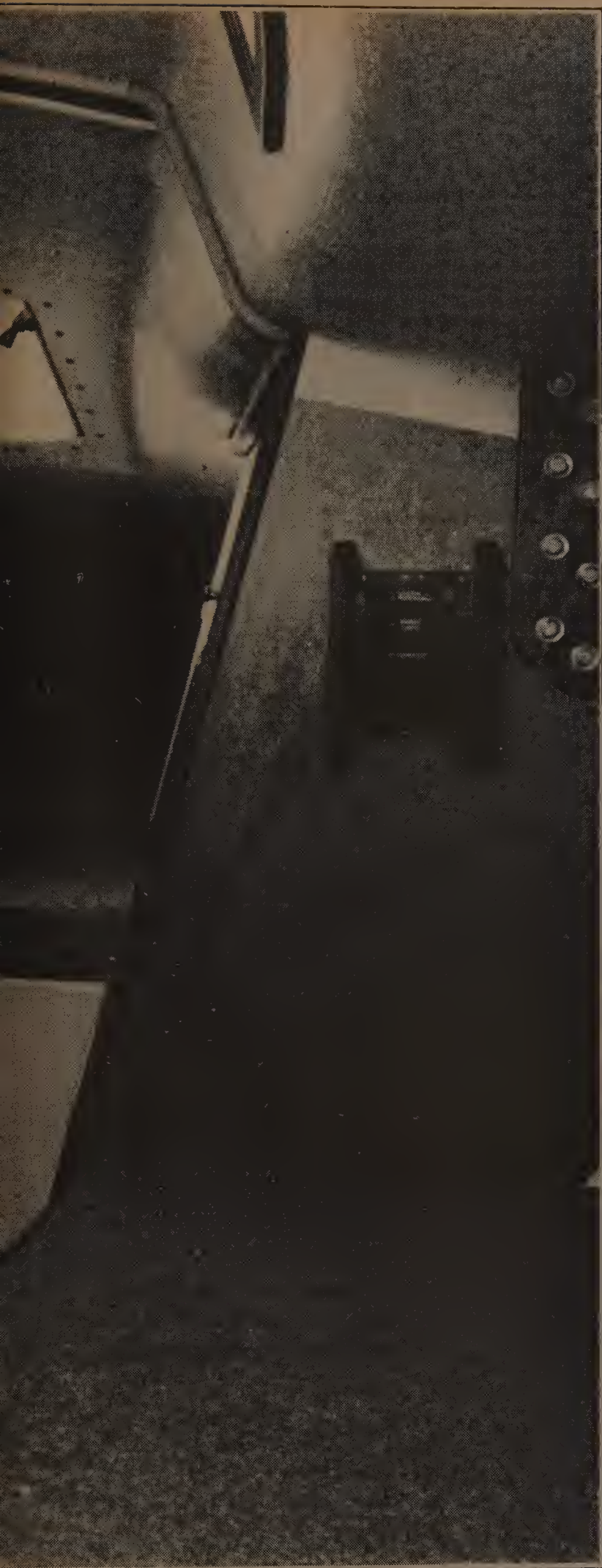


About half of the original owners still have their boats.

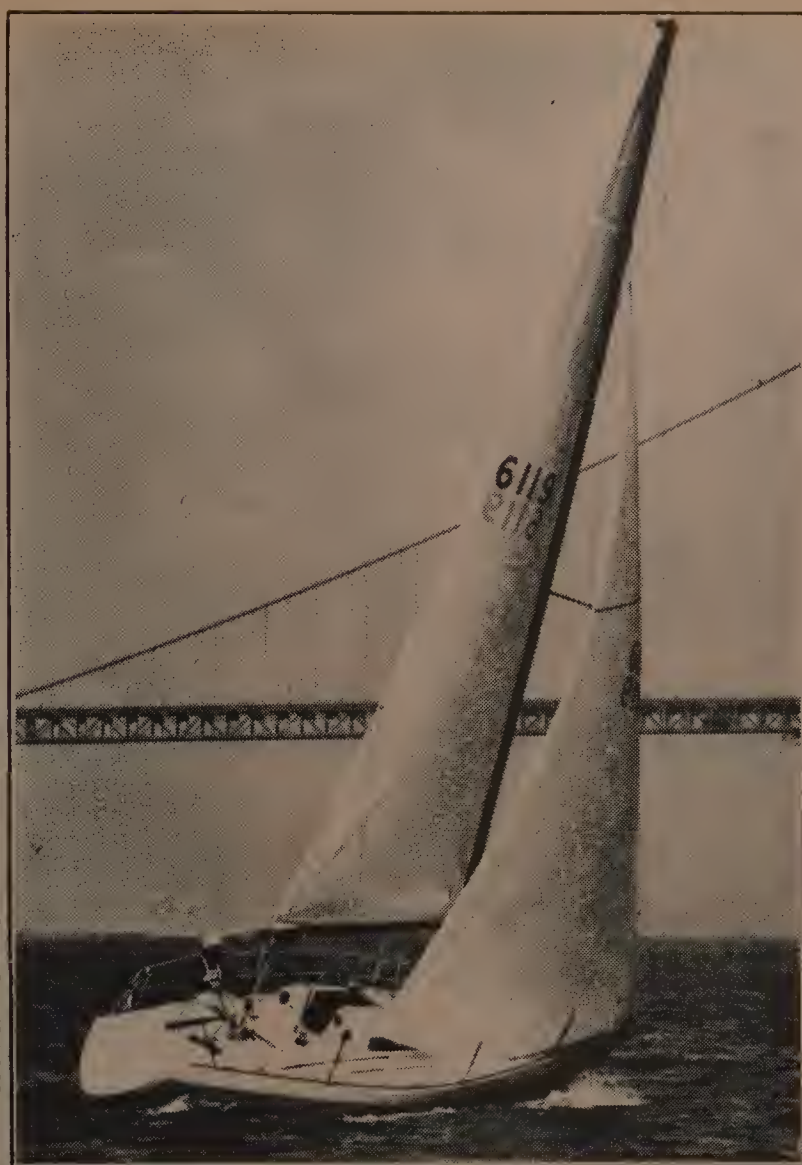
Hawkfarms are true triple threat boats. Intended as one designs, they are simply laid out and class rules allow only one main, one

120% jib and one spinnaker. With a crew of five to six, they race as a fleet in YRA and each year the nationals are held here on the bay. Last year 12 boats participated in the championships and despite the





COURTESY NORTH COAST YACHTS



COURTESY NORTH COAST YACHTS

chance to sail against good sailors."

As a handicap racer, Hawkfarms have done exceptionally well. Paul Altman's *Predator* won the 1978 MORA long distance race to San Diego, hitting speeds of 16 knots on the way. Fred Hoffman's *Eclipse* took second in the same race in 1981. The boat's simple layout attracts singlehanders especially. In 1978, Skip Allan sailed his modified Hawkfarm *Wildflower* to a third overall in the singlehanded TransPac. In 1979, Dee Smith won the solo Farallons race in *Ja-Lor*. Two Hawkfarms competed in the 1982 race to Kauai, with John Robinson's *Courageous* taking second in class and fourth overall. Jocelyn Nash, the other entry, had to drop out with engine troubles. She says the boat behaves beautifully in the ocean. Her only complaint is that the jib winches are a bit small, but she doesn't want to get bigger ones and jeopardize her one-design status.

And finally, Hawkfarms make pretty good cruisers as well. With almost ten feet of beam, 5'7" of headroom and a minimal number of bulkheads, they have plenty of interior volume. Michael Land, who owns *Manface*, calls it a "big" small boat, with cabin space comparable to a 32 or 35 footer. As mentioned above they're easy to handle and have mild manners in a seaway. They're equally able to go up the Delta or cruise to Hawaii, the latter having been done with four people aboard. Anywhere from two to four passengers is comfy, and the wooden interior models can sleep six, while the glass versions accommodate five.

North Coast hasn't built a new Hawkfarm in over a year, but if the used market is too tight, they could make a complete one for a little under \$40,000. The newest Hawkfarm is Robert Flowerman's *Sleepwalker*, a handsome green hulled effort at Sausalito's Pelican Harbor. Used boats run from \$23,000 to \$28,000.

For more information, contact Fred Hoffman at 522-4006 or Paul Altman at 655-6000.

— latitude 38 — svc

presence of some imported talent, class veteran Len Cheney won for the second time in a row. "We have no 'anti-ringer' rule," says Jocelyn Nash, who finished a close second. "We welcome the



# CHANGES

## **Wings — Albin Ballad Harry & Kurt Braun San Diego (Alameda)**

Too bad you missed the bon voyage party!

We are aboard a 30-ft Albin Ballad, a medium displacement Swedish design with a fin keel and skeg rudder. We are on our way to Brisbane, Australia, with ports of call in Cabo San Lucas, Mazatlan, Puerto Vallarta, the Marquesas, the Society Islands, the Cook Islands, Fiji, Tonga, and Samoa. We plan to reach Australia before October. We just docked at the San Diego YC (noon on January 14), and Steve the Port Captain was kind enough to give us a berth for a few days. The boat performed well on the ride down the coast. I should say the engine performed well because we powered most of the way.

up. Boy was it cold that night! Long johns, wool sweaters, socks, and foulies — the whole works.

It's been getting steadily warmer — 78 degrees right now — and lighter air — hope it doesn't keep up at this rate.

We're on the manana net, KE6RX.

— harry & kurt braun

## **What do women want?**

— Freud

## **What do women want when cruising?**

— Latitude 38

The second question is the one we posed a few months ago to three experts: Maren Lockridge, owner of the Cheoy Lee 40, *Passage West*; Conni Kievers of the Niagara 35, *Saturna*; and Mary Ducharmes of the Islander 28, *Rhiammon*. Maren is from



We had left the Island YC — thanks again Jack and Linda McCarthy and Linda Weber-Rettie for the party — at 1800 on Saturday the 8th and found some wind out at the Lightbucket. We got *Wings* surfing to nine knots on a broad reach with only the No. 3

Harry and Kurt, off across the Pacific.

Marin County, Connie from Canada and Mary from Oregon.

Having consumed a few glasses of wine at



the roundtable, the ladies made no bones about what they want on a cruising boat: cleanliness and help with the inside of the boat.

Cleanliness, of course, takes many forms. Mary and Conni emphasized that few things make them feel worse than being gungy, especially having “greasy” hair. All agreed they had a much more positive attitude when they were clean, and Canadian Conni reported that wearing a little make-up “makes me feel good”.

Mary advised that it was important that other members of the crew maintain reasonable levels of cleanliness, too. Smelly armpits aren't nice, she says, and neither is having to bunk next to someone who needs a shower.

The women indicated that women's standards of cleanliness are generally a little higher than men's and that cleanliness is generally a greater priority to women than men.

The women's second big complaint was lack of help tending to the inside of the boat — and keeping it clean. Coming down the coast from San Francisco, Maren reached the end of her rope with her crew: “I was





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all got along great. However, I would advise everyone to be very careful in selecting crew, as a lot of the boats we met had real problems with crew members.

Next we took the big jump to Costa Rica. The people running Pacific Marine in Puntarenas were most helpful in every way. Everyone in the marine business should be required to spend a week there just to learn how to treat their customers!

We ran into our first real bad weather between Punta Mala, Panama and the Las Perlas Islands and spent three days beating into heavy seas and strong winds just to make good 85 miles.

Once we arrived in the Canal Zone, it took us three days to get cleared out of the quarantine area. It seems that we were there just when the U.S. and Panamanian governments were trying to decide just *who* was in charge of clearing small yachts. Our transit of the Canal went perfect (ask for 'Robbie' as your Pilot). Beer drinkers can get a real bargain in Colon buying from the large ship chandlery. Information is available at the Panama Yacht Club.

The San Blas Islands were next on our itinerary, and were delightful with their clear blue water and wonderful people.

Next came Providencia Island, a possession of Columbia. Then Swan Island, which we didn't see until we were almost on top of it! We kept looking for the 25 mile navigation beacon that is shown on the chart, which we later learned is turned off at 1900 hours when the Honduran soldiers that now run the island go to bed.

We arrived in Key West June 1, 1982. Our crew left the boat in Florida, and we spent the summer sailing up the intracoastal waterways. Believe me, all that flat water sure felt good after 6,000 miles of ocean!

When we got to Georgetown, South Carolina, we somehow got into an arrangement of helping to open up a new waterfront restaurant in exchange for free berthing out

The cruising women — Maren, Mary, and Conni — meet the press.

what many other women feel. They say you can't be too rich or too thin. From a women's standpoint your boat can't be too clean inside or have too much hot fresh water.

## **Keaki Rose — Mariah 31 Bob & Jackie Radenbaugh Georgetown, South Carolina (San Francisco)**

We left San Francisco 2½ years ago on what was to be a one year cruise to Mexico. Needless to say, everything has been great, and we are still going strong.

We spent our first Christmas in Cabo San Lucas and the following hot and wonderful summer in Puerto Vallarta, a really great town when you get to know it. Our next Christmas was in Acapulco, where we signed aboard our new crew member, Jim Luby, of Santa Clara. A third person aboard is a real big help in the sleep department, and we

cooking, I was serving, I was cleaning up, I was standing watch, and I was paying for the boat. I *really* blew up in Santa Barbara." Apparently Maren got her point across because things improved dramatically after that.

All three women agreed that men like to take care of all the work on the outside of the boat and assume the women will stand watch *and* take care of everything inside. And the women don't think it's fair. And again — a big sore point is cleanliness. When Conni spoke irately about being the only one on her boat who bothered to see that the toilet and shower stall ever got cleaned, the other two vehemently agreed they had the same problem on their boat.

Mary, who identifies herself as "for women's lib" has been able to fashion a compromise that she thinks is fair. For one less hour on watch each day she takes responsibility for keeping the inside of the boat clean. "I like the agreement", she says.

If you're a male looking for female crew, you'd do well to take the sentiments of these women to heart. They're good people, and from our experience they are merely echoing



# CHANGES

back and lots of good food. So, if any of you Bay Area boats get to Georgetown, be sure and stop at the River Room Restaurant. Tell them you read about them in *Latitude 38* and I'll bet they buy you a free beer!

— bob radenbaugh

## **Renaissance — Nor'West 33 John & Judy McCandless Puerto Vallarta (Redwood City)**

The destruction, looting and personal tragedy we saw and heard at Cabo is indescribable. We arrived three days after the disaster, having taken the storm at sea, hove to off Cape Lazaro. With other cruisers, we helped with the beach cleanup, but owners who were trying to get afloat were too disoriented and couldn't tell us how to help them. Besides those on the beach, many others suffered damage to ports, bowsprits, rollers and ruination of electronics and loss of gear overboard in the breaking surf. Many who lost everything stayed hoping some of their valuables will wash ashore, others whose boats made it are too spooked to go on. Finally a beach party was organized for workers when someone donated some large tuna and we added salads. It was a needed relief. The beach showed little trace of the destruction when we left 12/18 for Puerto Vallarta, but we could not bear to stay there for Christmas.

The inner harbor here in P.V. is crowded and too dirty to swim. Anchorage buoys are strictly enforced because large cruise ships turn here. At tide turn a strong current causes an anchor waltz and silts in the depths. Cabo vets are very uptight about boats passing their anchor lines. We took a side trip to Yelapa, a beautiful cove nearby, where we could swim and explore. We arranged with 2 other boats to have a pig roasted on the beach Christmas eve. With a lee shore and rain storm we pulled out the next day. We've had several days of rain,



John McCandless, with the soldiers from Turtle Bay who helped him retrieve the passport he left at Cedros Island.

which we hear is rare for here now.

The 36,000 ton cruise ship *Tropicale* showed extensive hospitality by inviting the yachties in harbor aboard for a tour and generous refreshments. The ship arrives every Wednesday and turns close to the anchorage.

The 'PV net' is held here each morning to trade info and gear among the boats. It's currently hosted by Mark and Kim on *Crescendo*, a Ranger 33 from Marin. Fuel is good and cheap with easy access, but there are many sources of water of various levels of purity. The easiest to get is near the dinghy dock, but we keep it separate and use it only for washing. La Cruz — 10 miles north — has the best water.

There have been some thefts of dinghys and outboards. One was spotted being loaded into a jeep with Texas plates. The guy was drunk and quickly got into an accident that trashed his car and cargo. The authorities are requiring he reimburse the owners before his release from jail. Another disaster was the fire and loss of the racing boat *Drifter* off San Blas 1/3. The May Day call was relayed by *La Bronca* in P.V. We heard it was a propane-caused fire and all hands were rescued. Poor seamanship and bad luck are evident here too. We saw a tiny, split, spliced line on a good sized CQR holding boat in heavy surge, people putting down 150 ft of anchor line no matter what

the depth, and a guy who went over the side holding his 25 hp outboard when his dinghy swung forward on its painter.

There is no marine supply store in P.V. Instead each hardware store specializes in certain items. With a great deal of patience, time and a dictionary we've been able to find everything we need.

It seems no one has done very well fishing lately in the bay, but we were given some dorado fillets which were excellent. There is conflicting information about the necessity of renewing fishing licenses. The official peso exchange has risen to 148 from the 120 we got in San Diego in November. That's about the price of a cab into town from the harbor. All food supplies (made in Mexico) are readily available in markets here except sugar and special U.S. made items like diet soda. The hotel beauty shop gave me a nice hair cut for less than \$3.

We plan to go south to Manzanillo then return via Mazatlan, La Paz, Cabo to arrive at San Francisco in April. To all who dream about cruising, do it now, don't wait until the boat is bristol and you are bent or sick. Things on my "to do" list before departure are still not done, but who cares — as John says, "Manana, maybe!"

— john and judy

## **Virago — Buchan 40 Dave, Chris, Steve, Ron, Mark, Teri Nawiliwili, Kauai (Alameda)**



CHRIS RANDALL



Shooting the sun on Virago.

I had good intentions of sending off letters like some of your regular correspondents do, but that didn't work. Carefully edited letters from Paradise — it's too hot, and there's too much to do, like lay in the sun on the afterdeck, or snorkel, or put another coat of varnish on the toerail.

We left Alameda on July 10th, on our Buchan 40 *Virago*, with Dave Lenschmidt, myself, Steve Raskin, Ron Gammon and the lovebirds — Mark Greenfeldt and Teri Crosby. Dave hadn't packed anything but socks, jockey shorts and t-shirts. My box of last-minute good ideas — like my thermos, the chess set, my first aid book, the alfalfa sprouts, pressure cooker, and sheets — well, some helpful soul took it from the cockpit up to the car and carried it home to the garage! The exhaust manifold died in the Estuary, but we forged on!

Bill Buchan built his boats to be fast, or as fast as a wooden boat built in 1960 by a fisherman could be. It's a good thing, too, because it took us three days to sail out from under the schmuck on the California coast — our first noon to noon day was 206 miles, and that under reefed main and storm jib! It was good in one way to have all the extra crew — Ron and Steve, and the lovebirds were always right up there to reef, or fix something that broke, or shake out a reef. In another way, it was a boggle to all of us to have six sets of wet foulies, six sets of wet boots, watch caps, gloves, sweaters, thermals, socks, and bodies everywhere — nobody had a spot to call their own. Hot bunking was OK, but after a week, you kind of wished you had one little place to put your book, or your camera, or your underwear, that wasn't in somebody else's way or have moved while you were gone. Nobody seemed to argue — or they did it in private — and there was nary a trace of the horrible personality clashes that some boats seem to endure.

Steve's Transderm tab behind the ear

wasn't wonderful — it was only as good as my combination of acupressure arm bands and Phenergan-Ephedrine, and Teri's slightly illegal cure — which is to say we all threw up. I put zip-loc bags in the pockets of my foulies, so that I didn't have to hold myself over the rail or stop what I was doing to heave. I put zip-loc bags in my bra when I slept so that I could barf quietly in bed and slip the bag into a brown bag without trampling people trying to get outside, or sully the toilet bowl and the air. Unfortunately, Teri never really did adjust to the ongoing beam seas, and I never quite had the energy I desired, although that didn't stop me from eating like a pig!

Speaking of zip-locs, I have continued the habit of carrying them in my pockets when Dave and I are sailing by ourselves. It is much easier to barf and toss and just keep right on reefing, hoisting, or whatever. It keeps the decks cleaner, too. I also put everything in my seabag in zip-locs. Dave arrived in Hilo with 55 mildewed t-shirts. I also put books and extra pillow cases and towels and instant oatmeal in them.

Under foulies I wore (of course) a set of thermals, and if it was cold, sweat pants and a sweat shirt. The sweat pants, even wet, were so much nicer than cold stiff jeans. I went through my clothes before I left, and made zip-loc packages of my (blush, blush) old undies and raggedy t-shirts and socks

with holes. When I did my daily shower-on-deck routine, I pulled out another package and tossed the old holey stuff in the drink. On a 40-foot boat with six people, who needs stinky socks??

We had on-going problems with water in our fuel, a complaint we heard from other cruisers, too. We can only speculate the changes in temperature and constant sloshing were at fault. The Adler-Barbour Cold Machine's magic override to protect the system from voltage drops was a pain. It was finally retired because our batteries couldn't keep sufficient charge for it.

A stray elbow hit the salt water pump switch at some point during a squally night, and it stayed on until the pump and one battery died. Oh well, doing dishes over the side was okay — until my coffee filter went by the board.

Our two-man watches started out with three hours at night and four during the day. However general consensus was that four at night and three in the day gave you a better sleeptime. I personally slept better during the day when every strange noise didn't have to be identified, and I could see just what was going on with sails and weather. The captain never slept more than an hour or so at a time! I can't speak for the lovebirds or the Ron-Steve team, but Dave and I could have stood single two-hour watches at night, for as much company as we were to another, and slept in a bunk the other two, instead of on a cockpit seat. With so much crew we never even tried to see if Otto autopilot



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would steer.

We saw only two ships, but neither would answer our radio calls on VHF or SSB. A Navy helicopter buzzed us, spraying water into the cockpit, about our seventh day off San Francisco. They waved and grinned, but made no answer to radio calls. Yes, it was a helicopter and no, we don't know how it got 1000 miles offshore!

Days one, two and three it blew like stink — a typical coast of California summer cruise. Day four the wind went away, far away, and it was suddenly so hot that the gentlemen all went swimming in the vast blue deep. It stayed hot from then on. Sleeping bags became padding only, and we all wished we had sheets as a light sleep cover. At dusk the breeze would pipe up, by dark the spinnaker was down, and squalls hit us at night more often than in the day time. The last night watch *always* got wet just at 7:55 a.m. — but in the heat of the mid-afternoon, squall lines moved before us, and brought a trickle, if anything. Not enough to fill a jug or wash one's hair.

Steve's navigation was a time-consuming affair because we bugged him with "where are we? what's the day's run?" and because he took lots of sights and worked them all carefully. He also had to work on the table which opens across the only access to the head and forepeak, and we got underfoot unmercifully. Kudus to Peter Jowise, Steve's instructor. Steve was right on with his plots, we found Hilo successfully, and in a very timely 16 days, 20 hours.

You know how the books say to come into a strange port during the day, because it's better for judging perspectives, landmarks and all that? They — the infamous 'they' — are correct. Coming into Hilo at 3 a.m. was nerve-wracking, took an eternity (with that smell of land in your salty nose), and did prove that finding any given small green light on a big reef against a city at night is hard on your eyes, and your heart (oh my god do I

hear breaking surf??!?).

A few more notes:

—Sunshowers are nice!

—WWV weather out of Honolulu is incredibly frustrating. You can never understand the pidgin English with Hawaiian/Oriental accent, and when you thought they said winds to 85 knots, you desperately want to know *where!*. VHF weather is just as bad — had to listen three times to get everything, with static, and pidgin weathercasters.

—Do work out a menu ahead of time. Ron and Kay Gammon did *alot* of work provisioning us, and we still left Alameda with eight (count 'em — eight) cans of vegetables aboard!! Get juice in little cans if you don't have ice — it's real popular and gets "ripe" in the tropics fast. It is surprising how uncreative you can feel when you're hot, smell of a salt bath, feel vaguely queasy from the five knots of wind and beam seas that are rocking your brain cells day after day, and somebody already made your specialty yesterday.

—The dodger is worth its weight in gold! A cockpit sunshade would be nice if you could figure a way to rig it and not interfere with the mainsail.

—Backgammon is nice. Cards tend to blow away, and chess — well, some of us just can't concentrate that long.

—Fishing gear. Get some real heavy test line, about two feet of bungee to set the hook, and a couple of pink plastic squids with hooks for big whoppers. There are some *big* whoppers out there! Ahi (also known as yellowfin tuna), ocean mackerel, and sharks, if you're into sharks. We pulled in our line at night, because it was a hassle to net anything in the dark; plus we somehow forgot a net, and had to use a giant garbage can to haul them things on board. Don't count on fish as a reliable food source, though.

Long-distance voyaging isn't for everybody. Teri coped superbly with on-going quasi-

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queasies, but anybody with a weaker constitution would have been reduced to rubble in a week. Captain-and-owner did not sleep. He just did *not* sleep. He heard every noise, every turn of a winch, every candy bar wrapper being opened. If we did not have good weather, he would have been worn to less than a frazzle — a flurge even, by the time we got to Hilo. I ate everything I could get my hands on — if you left your chicken wing unattended, or your bowl of chili too far from your watchful eye, I was right there to claim it abandoned and gobble it up. I gained ten pounds in 17 days. All on my rump.

But with the skill of the crew, the patience of the off-watch person who put up with my chattering in his/her ear at 4 a.m., the vigilance of the man on watch, lots of luck, and ten pounds of coffee and chocolate, we made it intact, with no other than some burns and cuts to hands, sunburns all around and a very tender coccyx from someone playing apeman through the forward hatch (he blames it on me not wanting salt in the sleeping bag), we made it! Truly the powers that be watch over the innocent, the blind, and the insane.





It's wonderful fun to keep a deck log and secret journal and read it all later, and to reflect on it, as this epistle has forced me to do.

I really do need to give Captain Lenschmidt an extra big pat-on-the-back for an easy trip, and the crew, too . . . somehow, on re-reading, this letter doesn't emphasize how hard they worked for 17 days!!

— chris randall

## A Sharp Knife Cuts Best

Last month we had an article called 'Cruising Maxims'. We have no explanation for the proliferation of maxims, but just about that time Mike Eberle of Los Gatos, who just returned from a 2½ year passage to New Zealand and back, offers the following:

### Axioms of Natural Phenomenon

The natural state of anything is its lowest state: batteries discharged, engines rusted, aluminum beer cans leaking, the bilges full of things that have fallen.

Similarly, the natural state of a system, electrical or mechanical, is not working.

Cockroaches, a good reason not to bring cardboard boxes and paper bags on boats in the tropics.

There are simply more possibilities for a thing not to work than for it to work.

If it doesn't come easy, you are probably doing it wrong. This also applies to life in general.

Things appear and depart in large quantities, so if you want something, grab it while it's available in quantity. This applies to wind, mangoes, sun shots, water, etc.

Noise is caused by the quick release of energy, therefore a quiet boat (and crewmembers) are the easiest on a sailor's nerves. The more you cruise, the quieter your boat (and crewmembers) will be.

### Axioms on Safety

Whatever is not tied down on deck or in the cockpit will eventually be lost overboard.

The ocean and the weather don't care about people.

Your boat can take more punishment than you. Similarly if you take care of your boat (and crew), your boat (and crew) will take care of you.

### Axioms on Boat Gear

If it's not on your boat, it can't break down.

If you're not sure about the necessity of a piece of gear, it doesn't belong on the boat. Save your money, because you can always buy it later. If you already have it, sell it.

(The above axiom, however, is tempered by a second): There are no marine stores in the middle of the ocean.

Tools are extensions of your hands. If you want to do good maintenance, get the best tools you can. Since hands heal and tools do not, take better care of your tools than your hands.

A sharp knife cuts best.

### Cruising Axioms

Cruising is 70 to 90% anchor time. Therefore spend 70 to 90% of your money on anchoring gear, up to the point you are satisfied it can handle all the conditions you'll encounter.

When the anchor is down, the pain stops and the good times begin.

If you don't know where you are at all times, you're lost. It is not safe to get lost near shallow water.

If in doubt and in danger, the safest course is the one you've been over. A 180 will usually make you feel better.

A happy crew counts the smiles, not the miles.

### Weather

The wind is almost always on the nose; gentlemen don't sail to windward; ergo, gentlemen seldom sail.

To determine the peak expected wind speed in knots, double your latitude. At latitude 10 the wind peaks at 20 knots; at latitude 20 it peaks at 40 knots. (Hurricanes; cyclones, tax, license and dealer prep. excepted).

**Vision — Cal 48  
Ronn & Alice Hill  
Opua, New Zealand**



# CHANGES

## (Tiburón YC)

Publish the enclosed copy of my letter to Danforth if you wish. It may save someone a terrible problem later on.

For *Changes in Latitudes*, Vision left San Francisco Bay January 16, 1982, and stopped at Newport Beach, San Diego, Cabo San Lucas, La Paz, Isla Isabella, Puerto Vallarta, oodles of coastal anchorages, Manzanillo and Los Hadas before leaving Mexico for the Marquesas on March 30, 1982.

A 20-day passage took us to Hiva-Oa in the Marquesas, then on to Fatu-Hiva, Tahuata and Nuku-Hiva-aua-pou in the same chain.

Next, a four-day passage to Rangiroa in the Tuamotus, our only visit in the Tuamotus due to a broken drive shaft.

One day to Tahiti for a months visit, then on to Moorea, Huahine, Raiatea, Bora-Bora. The weather started to be a little heavier after Tahiti.

We spent four days from Bora-Bora to Rarotonga in the Cooks and tore our mainsail on the way. Took a beating in Rarotonga Harbor, but enjoyed two weeks there before a four-day passage to Nuie (Savage) Island. We were to be the 8th boat that year (visiting) and we arrived in September.

A 1½-day passage from Nuie to Vava'u, Tonga, which is not only great cruising, but cheap. We spent 6 weeks in Vava'u, then stopped at the little frequented Central Island (Haapai) group of Tonga, and then the Tongan capital of Nuka-Alofa on Tongatapu Island. Two weeks there, then a beautiful 8 day passage to Opuia, New Zealand, where we will stay (except local cruising) until April.

— ron hill

## Here's Ronn's letter to Danforth:

In August 1980 I purchased two Danforth Constellation Express compasses for my 48-ft sailboat. The compasses were factory new, and were distinguished by their rear



Pat Wilcox and Jim Mercer at Angel Island.

(reading) bent pin. That is, a pin designed to bend over the card at right angles to its mount.

After crossing the equator and moving down into the southern hemisphere, the gimballed card began to take on a pronounced tilt, with the south side of the card being lower than the north side. The tilt increased with every mile we penetrated south into the southern hemisphere.

In itself, the tilt caused no problem, and even when headed south of an east-west line caused no problem with the bent pin.

However, when heading north of an east-west line in the southern hemisphere, the tilting card catches on the bent pin and renders the compass useless.

Because I had a spare compass, I could jury-rig one for northbound work by reversing the hood, reverse the electrical contacts, and reverse the whole compass in its base, which put the small straight pin forward. Hence, I had a northbound and a southbound compass which I could interchange depending on the course I wished to steer in the southern hemisphere.

Now, however, I do not have the use of one as a spare, until I return to the northern hemisphere.

The printed instructions that came with the compass had "Instructions for Erecting the Gimbal Ring". This pin reversing procedure would not work on the compasses, unless there is some further secret.

The compass also does not have as good a

seal at the base as my previous Danforth Constellation Express — on another boat — and salt water constantly gets the electrical contacts corroded, and salt water down the Edson pedestal. I could use a silicone caulk, except I have to change compasses often, depending on course.

The problem is real and very serious, particularly to a boat carrying only one compass. I would certainly recommend removing the bent pin from all units in your factory, and perhaps recalling units sold, or at least issue a warning, or solution.

— ron hill

Ronn — Brian Saunders on Tropic Bird complained of the same problem. He just reversed the compass each time he crossed the equator, which is admittedly a pain.

## Just Us — Columbia 45 Jim Mercer, Pat Wilcox Auckland, New Zealand (Vallejo, CA)

Friends of *Just Us*, Steve and Brenda Cooper of Carmichael, forwarded us a long newsletter from Jim Mercer and Pat Wilcox who are pretty much following the Milk Run route through the South Pacific. After a long farewell party in Vallejo in September of 1981, the Columbia 45 gunkholed down the coasts of California and Mexico to Manzanillo, where they had a 36-day light wind passage to Nuku Hiva in the Marquesas.

From there they travelled to Tahiti, Moorea, Huahine, Bora Bora, Rarotonga, Vava'u, Fiji, the Bay of Islands in New Zealand and on November 29, 1982 arrived at Auckland, New Zealand where they'll stay until March before heading back through the South Pacific.

Some excerpts from the newsletter:

— "We were so glad to see our five friends arrive to meet us in Tahiti. It is difficult to describe how welcome friends are when



you're out of contact with home and familiar surroundings. The pictures and letters from home were fell upon and devoured."

— "We found that quiet anchorage with a beach and snorkeling we were looking for in 30-ft of water near one of the small island's in Bora Bora's lagoon. I think everyone on the boat agreed that our several days there were among the most satisfying during their five week visit. Everyone was able to do their own thing; Carol and I read, Pat worked on embroidery, Sheri read, sunned and wrote in her journal, Randy sunned and read, and all of us snorkeled on the reef. We observed the captain's birthday and the Fourth of July and then watched the total lunar eclipse on July 5th in the perfect setting, over a beautiful South Sea island with no artificial lights in sight."

— "As beautiful as Bora Bora is, my choice for the most beautiful of the Society Islands is Moorea. I could spend a great deal of time there and in the other islands of French Polynesia."

— "On the way to Nuka Lofa, the capital of Tonga, the jib halyard block at the masthead jammed. I decided to have Pat winch me to the top of the mast and repair it. After I had replaced the block, the main halyard I was on jammed, and was I stuck. Even in calm seas the boat rolled badly, causing the masthead to swing up to 30 degrees. I spent three hours hanging on trying to unjam the halyard, and finally, 60-ft up, transferred to the jib halyard block which I had just replaced. I was totally exhausted and a mass of bruises. It was without a doubt, the most harrowing experience I've been through."

— "The Tongans are undoubtedly the friendliest people we met during the cruise. They are poor in material possessions, but all seem happy and many of them spontaneously invited us into their homes."

After 14 months of cruising, what Jim and Pat missed most was the lack of fresh water



ALAN FAYE

A Morgan 41, awash at Nawiliwili.

showers and refrigeration.

## **Namaste — Valiant 40 Alan & Susie Faye Hanalei, Kauai**

After we moved to Kauai a year-and-a-half ago from the Bay Area, we suffered the uncertainty of finding *Latitude 38*'s around the sparse yachting community of Nawiliwili, where we have our Valiant 40 *Namaste*. We've only missed a couple of months, but have had to read dog-eared copies, two to three months late!

When Hurricane Iwa hit Kauai we were on board *Namaste* fending off the boats on the loose that threatened to smash and sink us. We were reminded of your coverage of the hurricane in Tonga and had vivid pictures in our minds that we would look like the sailboats you pictured in the April/May issues. Lucky for us, our efforts paid off — we didn't sink and weren't destroyed. But there were about 16 boats in Nawiliwili that were sunk/destroyed and another 34 or so at the Port Allen, whose harbor disappeared.

Sailboats anchored behind us were "knocked down" with spreaders in the water during some of the gusts, estimated at 130 mph. One was the ill-fated *D'Marie III* whose hull lies irreparably shattered.

There was very little warning of Iwa. The morning news broadcast a Hurricane Iwa watch, so we battened down the house at Princeville and headed for the boat. We

heard evacuation orders and tidal wave sirens screamed as we arrived at Nawiliwili. We were sure the police would order us to high ground but they never showed.

There were about nine of us there who decided the police would have a hard time ripping us off of our boats. Well, the wind about ripped us off. We could move about the piers only between gusts and then only on all fours. We had to lie flat and holding on for dear life when the big gusts hit. Boats tied to dock cleats were continually breaking lines and crashing into piers. Our game was to scrounge up every piece of sheet, anchor rode and miscellaneous line and spider web every boat around. It was quite a herculean event! We must've saved about eight boats, including our own. But not without shattered nerves, cuts and bruises and nightmare memories.

One can't possibly imagine the shrieking noises and forces of the winds. Oh, also, every boat that had roller furling jibs were victims of unfurled jibs that flogged into a million pieces. So forget roller furling! Also, if jib bags and mainsail covers weren't spiral wrapped, they were torn to shreds. Nawiliwili Yacht Club House disappeared, too!

Now wasn't that hurricane a bit out of place and out of season? I was born and raised on Kauai, in Waimea, and in all my 50 years, have never heard of nor experienced any hurricanes around Kauai. There was one in 1950 and another in 1959, but these were summer/early fall hurricanes and were breezes compared with Iwa. So why late in November?

The island is a disaster. We saw so many destroyed houses, commercial buildings, and large structures. But the most demoralizing was the number of trees that were shredded, uprooted and otherwise blown away. It really looks like WWII!

So the big questions remains: are we seeing a gross change of meteorology in the



Pacific? Will we be safe in our TransPacific sailing out of the hurricane season or should we expect more surprises and stay within a few hours of hurricane holes?

Oh, I've got to put in a plug for ham radios! When we picked our way through the debris and got home to Princeville, we still had a house — minor damage — and a ham antenna I had stowed. I fired up the Honda generator and spent the next three days passing "health and welfare" messages to the mainland. There were no telephones/electricity for a week, so the neighbors who despise ham radios and antennas now love us.

— alan faye

## **Vagabundita — Catalina 22 Richard & Charlotte Vanderpool Sea of Cortez**

One of the most interesting and likeable couples we've met while sailing Mexican waters has been the crew of a Catalina 22 from Ketchum (Sun Valley), Idaho. Yes, they sold their house and cars and put all their unsellables in storage, but they took a different shot at cruising than most of us. Rather than plunk down \$100,000 for a "World Cruiser 30-40-ft, they decided to stick with their sailboat of the past 2½ years. "We wanted to see if we really liked the cruising life," says Charlotte, "not just the idea of cruising. Our trip to the San Juan Islands in Washington gave us a taste of being on the hook, but it was pretty much a brief learning experience". Richard adds, "I like the weather much better in Mexico, and the sailing between the islands around Puerto Escondido is some of the best we've ever done".

Richard, a veteran of a Newport-Ensenada race, has always wanted to sail around the world. After a trip to Cabo San Lucas by plane and seeing the Baja coast from the air, they decided that this was the place for the



Robin Tauck — what a catch!

shakedown cruise for themselves. "If we can make it on this size boat," according to Charlotte, "we can definitely move right on to, say, a 30-foot boat". Richard was smiling as he recalled, "People back home used to joke about our boat because it was stored in the potato cellar. But now we're here and they're not. It took us a long time to pull this off and now we're really having the time of our lives".

Some of the lessons they've learned in Baja have been funny and some have been scary. "During one of our finest times anchored in Bahia Concepcion, we woke up in the middle of the night lying at a 45 degree angle with all of our loose articles, including us, making a move for the low side of the boat. Although we only draw 3' with our boat up, anchoring in 6' of water at high tide ain't the way to do it! Actually," laughed Richard, a carpenter by trade, "we had swung to an onshore breeze in the night which put us on the beach". Charlotte considers learning to read the wind strength and currents in the Sea of Cortez a tough one. "We've been caught a couple of times out there with too much sail up or trying to beat against a 3 knot current and gotten ourselves in trouble. We also wish we had bought a VHF radio, but we came to a point where we said 'Enough is enough' or we could have just gone on spending our cruising kitty. A radio is definitely on our list of things to buy when we go back to the States."

We parted company with *Vagabundita* after a few days anchored together at Puerta

Ballandra on Isla Carmen. Enjoying their freedom from the snow and the cold, Richard and Charlotte had been snorkeling, fishing and sunbathing every day. When asked what advice they would have for San Francisco Bay Catalina 22 owners who are thinking about cruising their boats, the reply was an enthusiastic "Do it now! If there is any place ideally suited to 'boat-camping' it's here on the Baja California peninsula. Just make sure your towing equipment and rig are in excellent shape, and be sure to bring extra gas cans".

The Vanderpools plan to sail down to La Paz, checking out anchorages like Agua Verde and Ensenada Grande along the way. Their decision whether to buy a full-keel, full-galley boat, will be made after their Baja cruise. From the broad smiles on their faces, I'd say the decision's already been made.

— larry kruzick

## **Jazz — Freya 39 Peter Leth & Robin Tauck Puntarenas, Costa Rica (Sausalito)**

For California boats heading to the Caribbean and Europe — and there's a lot of them this year — there are two legs to be most apprehensive about. The second leg is from Colon, Panama to Jamaica, right into the hearty nose of the 'Christmas' or 'reinforced' trades. But before California boats get a chance to be clobbered there, they must first take their chances with southern Mexico's Gulf of Tehuantepec, where the legendary Tehuantepec'ers blow.





PETER LETH

Fresh fruit tastes oh-so-good in Costa Rica.

After a generally light air trip from Sausalito to Acapulco, Peter and Robin on *Jazz* contemplated the best way to tackle the Gulf of Tehuantepec. Basically there are two choices: 1. you can sail on the beach in which case the winds will nail you but the seas won't have had time to fetch up, or 2. you can try and skirt the Gulf by more or less circumventing it, staying well off the coast.

Giving them the benefit of their advice were some bay area folks who'd crossed the Gulf in 1981, Hank and Phil Matthews who formerly owned Maritime Electronics. Back in 1981 Hank and Phil tried to skirt the Gulf in their Swan 53 *Reliance* by sailing 150 miles offshore. That strategy failed, as they really got nailed, taking 23 days for the passage.

This year Hank and Phil decided to sail "point to point", as close to shore as possible. There was so little wind they had to motor. Their only moment of concern came when they were shadowed, as were all boats who took the onshore route, by Nicaraguan gunboats.

Wanting to steer clear of the troubled Central American countries, Peter and Robin on *Jazz* decided they'd try and skirt the Gulf. But instead of going just 150 miles offshore like had *Reliance* had done in 1981, they'd 300 miles off where the Tehuantepecers "surely" couldn't blow.

Never underestimate a Tehuantepecer. *Jazz* was hit 300 miles offshore and was blown yet another couple hundred miles off. The wind was strong — they usually carried just a 60% jib without a main — but the seas were worse. In a phone conversation from Costa Rica, Peter laughingly recalls, "We

were all down on our knees in the cockpit praying to God". Their boat was a real trooper, though, filling them with confidence.

When the wind suddenly died they found themselves 400 miles offshore and noticed that several of the engine mounts had broken. Calling on the VHF they found *Champagne*, Dan Goddard and Kathy Senelly's Morgan 38, also from Sausalito, which also had gone through the gale and was nearby. The two boats were glad to meet up for a mid-ocean dinner. As *Jazz* motored — her engine held down with hose clamps, line and anything else that might help — she was escorted by Kathy and Dan on *Champagne*.

Surprisingly *Jazz* made it all the way to Puntarenas without incident. Without incident until she put her anchor down and threw the engine in reverse, at which time the shaft coupling tore off. Robin and Peter figured they were screwed, because where in the world were they going to get the proper engine mounts and how much would it cost to have them installed?

They needn't have worried because of the local diesel mechanic, Pako. It turns out he had four genuine Yanmar engine mounts for *Jazz*'s engine right on his shelf. Not only that, he charged very little. "It's two dollars an hour," he informed them, "except if you don't have the money we'll be friends, and I'll do it for free."

That will give you an idea of how friendly the Costa Ricans are to Americans. As a fur-

ther indication, on Sunday the day after Christmas, the Port Captain, the Customs and the Immigration people all came out to *Jazz* to check them in without any extra charge.

Other boats transiting the Gulf about the same time as *Jazz* included these: *Freedom 5*, a Freedom 40 from Marina del Rey that took a bad knockdown and was blown all the way down near Panama before they could make it back to shore. *Paddy West*, a sweet old wood ketch that hugged the beach, pegged her speedo at 60 knots most of the way and shredded both her main and small headsail. *Elusive*, a Cal 29 from Ventura, with a family of five including a 10-year old and "two teenage girls with incredible outfits", made it past the Gulf alright but got nailed off of Nicaragua. Fifty miles out of Puntarenas they were barely able to reach *Jazz* on the VHF and report they were taking on water and needed help. Fortunately a Costa Rican was monitoring the channel, and was able to dispatch one of the country's two patrol boats to *Elusive*'s rescue.

After hearing all the war stories, the different strategies, and different results, Robin concluded no matter which way across the Gulf you choose, you may get clobbered and you may not — it's just a matter of luck.

While in Costa Rica *Jazz* reported the arrival of *Manana Express*, Don Jobert's and Susan Selman's Valiant 40 from Redwood City. For whatever reason *Manana Express* had been out of contact for almost a month, causing quite a bit of concern back home and on the ham nets. But she's safe.

After a rapid trip down the coast to Costa Rica, Robin and Peter on *Jazz* plan to take things easy for a while. What's the sense of hurrying through the Canal only to hit the 'Christmas' trades when you can doodle around the great islands of Costa Rica and Panama until Caribbean winds calm down a little in March.

— latitude 38



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	<p><b>9.5 H.P. BALDWIN / EVINRUDE</b> Recently removed from a Coronado 27. Blown block but all components in good working order — alternator, exhaust system, propellor, cables, etc. Price complete \$200. (415) 837-7175 after 6 p.m.</p>	<p><b>MARINER 4 H.P. OUTBOARD</b> Long shaft, new in 1982, carried by Stu Johnstone during the J/24 Worlds. With internal gas tank, fitting for external gas tank, and manual. \$450. (415) 799-2543; (415) 231-1153</p>
<p><b>1980 FREEPORT 36</b> Set up to cruise in comfort. 7 sails, roller furling, autopilot, Loran, VHF, SSB, ham, refrigeration, much more! Oyster Pt. Berth. Asking \$99,500. Possible owner financing. Call Glen: (415) 595-3476</p>	<p><b>FOR SALE: 26' THUNDERBIRD</b> Alameda berth, good condition, good sail inventory, \$4,500/best offer. Jerry (415) 792-8025 or Don (415) 569-1082 eves/wkends</p>	<p><b>LANDFALL 39</b> Great liveaboard and cruiser. 1977, sound condition, needs only cosmetic work. Port Sonoma berth. Asking 43K FIRM. Call (707) 995-6011, Bob.</p>
<p><b>54' FERRO CEMENT KETCH</b> Diesel engine, built 1976 — to be sold at auction. For information telephone: (415) 421-4600 x286</p>	<p><b>PEARSON 26 — 1976</b> VHF, d.s., 2 Barients, 4 Lewmars, 15 h.p. o.b. with charger, club foot jib, 150 genoa, 2 reef pt. main life lines anchor and many extras. R.C. berth \$16,950. (415) 367-7620</p>	<p><b>TWO CLASSIC WOOD BEAUTIES</b> 27' sloop, self-tending jib, d.s., 3 berths, very seaworthy, extremely strong hull, \$4,000. 24' yawl, charming, a rare find, 4 berths, head, \$4,000. Both boats have: sails, inboard engs., &amp; galley. 769-8422, 523-0980, 523-9692</p>
<p><b>VENTURE 21</b> New main, 150, 4 hp o.b., LCD k.m. &amp; d.s., Nicro traveller, internal reef, all lines led aft, 4 winches, marine batter, C.B., head, lifelines, with trailer. Quick sell at \$3,750. San Jose: 286-6683</p>	<p><b>CONTESSA 32 "RUNNING FREE"</b> One of the most beautiful designs ever built, the Contessa 32 is a larger, more modern development of the Folkboat. Like the Folkboat, she is famed for her handling characteristics and is still being built and raced in England 13 years after her introduction. "Running Free" was Canadian-built in 1976, and has wheel steering, Monitor windvane, battery charger, Inflatable dinghy, Cole stove, 7 sails, and Farymann diesel. \$42,000 (415) 234-7546, 846-4407, 283-3958</p>	<p><b>59' ALUMINUM MAST WITH BOOM</b> Metalmast of CT, dbl. spreaders, outhaul, wiring harness, Polar deep s/s sink. Oval head sink, faucets, cabin lights, bilge pump, 120 h.p. Ford diesel, instruments, portlights. Call for list. Andy (415) 982-1851 834-2104</p>
<p><b>O'DAY MARINER — 19-FOOT</b> Great first/last boat (fun in between). New sails including flasher, outboard, trailer, full boat cover and many extras. Fixed keel, good condition. \$3750/offer. (408) 371-9673 evenings</p>		<p><b>VICTORY 21 WANTED</b> Cash sale — stock boat in sound condition. Call between 9:30 and 5:00 weekdays — 12 to 4 Sunday. (916) 533-8853</p>
<p> <b>NAVIGATION &amp; MARINE SERVICES</b> <b>COMPASS ADJUSTING</b> <b>NAVIGATION CLASSES</b> by tables or computer <b>MIKE MAKAROUNIS (415) 939-5073</b></p>		<p><b>IN NEED?</b> boat carpentry dry rot repair remodeling refinishing estimates traditional quality contemporary techniques FRANK SAYRE 454-9569</p>
<p><b>VALIANT 40 FOR CHARTER</b> Sail S.F. Bay — Ocean or Sail Magazine's "Offshore Cruiser of the Decade". Beautifully equipped. Exciting to sail, have fun learning to sail or sharpening your skills. For reservations phone: (415) 530-5464</p>		<p><b>FOR SALE THE BO'SUN'S LOCKER</b> Due to unforeseen circumstances this unique Nautical Book &amp; Gift Store is for sale. Low overheads — great potential. Located a mile east of the Santa Cruz Yacht Harbor. Present owner willing to train buyer in business if necessary. Call for Details. (408) 475-0220 10 a.m. to 6 p.m.</p>
<p><b>MARINE SURVEYOR</b> Brian O'Donoghue The Buyer's Surveyor Insurance Surveys Masts &amp; Rigging Included in Fee (415) 461-6347 (Discretionary)</p>		<p><b>Custom Boat Lettering</b> Order durable "Dry Paint" boat lettering, individually designed according to your specifications, selecting from over 400 color combinations on our convenient order form! Registration numbers and specialty art too! A TO Z Signs &amp; Graphics, 4635 Cabrillo, San Francisco CA 752-1071.</p>



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sloop 23, gd Bay daysailer, comfy roomy overniter. Pulpits, lifelines, compass, lights, p-potty, vests, sink, stove, stereo, Johnson 7.5, 2 tanks, pop-top, survey '82. \$6,500/trade to 26' f/g + sailboat/offers. ams/pms (707) 996-0724, days (415) 641-0180

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Burns pilothouse ketch from New Zealand, highest quality timbers, fastenings, 45'x13'6"x6'6". 100 h.p. diesel, Large aft cabin, all cruising gear. A substantial, beautiful boat, only 8 yrs old.

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Wonderful, well-built Bay boat. Standing headroom, 3 sails incl. self-tend'g jib, gd. cond., d.s., speed/distance log, enclosed head, galley, sleeps 4, lots of extras! Ideal weekend cruiser. Best buy! You'll love it! \$8,000. Call 883-6714

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Universal Atomic 4 gas eng., runs good, best offer over \$500. Prop, 2 blade, 11x9, 3/4-in. shaft, exc. cond., \$50. Groco marine head, \$25. Adult life-jackets, USCG approved, 6 for \$20.  
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Will provide prime S.F. berth for 50 to 60' yacht, in exchange for liveaboard same. Or, in exchange for small S.F. Marin Co., or Monterey area rental. Call, P.A.I., Monterey, (408) 372-2342

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San Leandro berth, o.b., depthfinder, radio, new spinnaker, mahogany trim, icebox, slnk, Thunderbird Association in area, great first boat. Must sell, co-owner moved. Susan 856-0928, 965-6347

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<p><b>C&amp;C 40C</b> Before you pay over \$100K for a new all ocean-cruising sailboat — be sure to see this completely refurbished '71 w/much more. \$89,500. Write for description: Wakefield, 344 Quiet Cove, Anacortes, WA 98221 or (206) 293-3586.</p>	<p><b>AQUARIUS 23 — 1970</b> Customized trailer, sleeps 5, very clean and roomy, has many extras. Must see to appreciate. Please call for details. \$7,000 or b/o. Call eves: (707) 642-6311, Tom or Stella</p>	<p><b>TRADE HOUSE FOR BOAT</b> Have 3 bdroom/2 bath Income property 40-miles from Tahoe with \$27,000 equity. Want 26' to 30' sailboat, preferably cruise equipped. (916) 577-6502</p>
<p><b>PARTNERS WANTED — CAL 39</b> Vet of '80 Singlehanded TransPac. Fully equipped, \$10K cash, \$250/mo. for full 25% interest. Call Sam at (415) 432-8818(h) or (415) 754-4510(bus). This is a very inexpensive way to get into a much larger boat than you could swing alone.</p>	<p><b>ARE YOU MALE? DO YOU SAIL?</b> Want a great mate? Sexy sailoress is 5'2", eye's of blue, well rounded, sailed bay, lakes, ocean; ham licenced, loves to swim, snorkel &amp; cook. Prefer man 38 to 58 yrs, cruising to Mex.&amp;warm waters beyond. Write: 'SLM', Box 4871, Walnut Creek, CA 94596</p>	<p><b>FOR SALE: CATALINA 27, 1975</b> Good condition, 4 sails, new Honda 10, adj. backstay, 4 Barients, k.m., head with holding tank, stove, sink, ice box, many extras, &amp; custom features, Oakland berth, poss. financing, trade or partnership. \$14,500. 828-4130</p>
<p><b>FREE 26' BERTH FOREVER</b> Are you tired of forever increasing rent for your Berth? Get 26' berth with the purchase of 2 bedroom townhouse, pool, tennis. Terrific location. P.O. Box 6001, San Rafael, CA 94903, (415) 472-1702 eve, days leave message.</p>	<p><b>BREAKING AWAY</b> and join me in Mexico. 2 weeks or 2 months. Share expenses — Contact Bernie Salles, P.O. Box 284, Coyote, CA 95013, or call (408) 578-9166</p>	<p><b>CAL 2-25 FOR SALE</b> 1979, well-maintained, light use, Richmond berth, five sails, Yanmar dsl., Instruments, radio negotiable, backstay tension, exchange for larger class boat possible, two batteries, head, galley, \$27,500/offer. (916) 366-1705, (916) 988-9656, Box 296, Folsom, CA 95630</p>
<p><b>FINNLAND'S FINEST 33-FT SLOOP FOR SALE</b> Targa 101, aft cabin, 1980, race or cruise with full VDO instrumentation, electronics, radios, Volvo diesel, Ardic central heat, autopilot, good sail inventory including spinnaker, Sausalito berth and available at \$7,000 down O.A.C. We have raced and cruised this boat with success. Forced sale. Please call Robert Sellin at 388-2750 for details</p>	<p><b>SEEKING GET-UP-&amp;GO-LADY</b> Sailing companion on Swan 40 sloop. Cruising Feb./March Bahamas, April in Greece. Must have adventuresome life style, Intellectual interests, piazzazz, (non-smoker). Write pronto w/sailing experience/interests. Bill Froelich, 241 W. 13th St., New York City, NY 10011.</p>	<p><b>COMPASS — CLOCK</b> Antique A. Lietz compass on gimbal, in wooden case with small kerosene lantern on side, \$250. Seth Thomas ship's bell clock, all brass, works fine, \$350. (415) 837-0826</p>
	<p><b>DICKINSON STOVE</b> Adriatic model, diesel, never used, current retail \$1,700. Asking \$850. Phone: (213) 831-6226</p>	<p><b>BARLOW WINCHES — SELL OR TRADE</b> I have 3 Barlow #26 winches (2 w/winchers), two used 3 seasons, one never used (spare). All are chromed bronze, 2-speed, new cost: \$525 each. Trade for Loran or windvane steering or sell best offer. Claude (916) 383-2722 wkdys.</p>
<p><b>CUSTOM CHEOY LEE</b> '69 offshore 27 — VHF, teak deck and cabin, inside and out, Volvo diesel, pedestal steering, Berkeley berth, \$22K. Partnership possible. 527-2685</p>	<p><b>WANTED: FIRST MATE, 30-40</b> Petite, youthful, athletic, sincere, honest in SF/Peninsula area. W/M, 46, 195 lbs, 6'2", same, w/love of sailing. Cruising: P.O. Box 1033, Linden Station, So. San Francisco, CA 94080</p>	<p><b>ISLANDER BAHAMA 30 — 1978</b> Exc. cond. Haulout Feb. '82. Gas Atomic 4, wheel steering, VHF, alcohol hillerrange, 2 Danforth anchors, etc. Asking \$34,000. Boat is in Ventura. Call eves (805) 525-3514, ask for Carol.</p>
<p>Woodwork — Brightwork — Painting — Rigging <b>CUSTOM YACHT WORK</b> Mechanical &amp; Electrical Installation &amp; Repair Complete Services for Sail/Power. All Parts &amp; Materials at Cost. Free Estimates. References. (415) 346-4543.</p>		<p><b>LAM SAILS</b> High Quality — Economical Cruising Sails Order now for Spring &amp; Summer Sailing Call Us For A Quotation BAILIWICK INC. SAN MATEO (415) 342-5625</p>
<p><b>ARIES SELF-STEERING</b> New design, 15% lighter, all parts stainless or hard anodized, unequalled strength, superb construction, very simple installation, and of course ARIES is the real thing. \$1395 \$1395 \$1395 NOVA MARINE, 1801 Clement, Alameda (415) 865-6088</p>		<p><b>POSITION AVAILABLE for EXPERIENCED SEAMSTRESS</b> Salary/benefits commensurate with experience. Call DeWitt Sails 234-8192</p>
<p><b>HANDS-ON FUN!</b> Have fun learning heavy weather sailing, anchoring, nav., spinnakers &amp; advanced skills. Join Solo TransPac skipper Mike Pyzel on a personally tailored Ocean Training Cruise in Santa Barbara's offshore isles. Write or call PYZEL NAVIGATION, 86 Olive Mill Rd., Santa Barbara, CA 93108 (805) 969-4195 (24 hrs).</p>		<p><b>DISCOUNTS</b> Berths for sailboats on secluded and protected Sevenmile Slough, in the heart of the Delta. We are offering discounts for move-ins in February and March. the island 1200W Brannan Island Road Isleton, CA 95641 call: (916) 777-6084</p>



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Montgomery dinghy, 6'8"  
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5 sails, 5 winches, head, knotmeter, 10 h.p. Yanmar diesel, teak decks, fiberglass hull. Classic style. \$12,000 OR partnership \$6000 + 1/2 costs. Richmond marina. (707) 996-7845 eves/weekends

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No. 5331. D mast, North sails, British racing green hull, wood deck, rarely used, excellent condition & ready to race. Extremely low mileage trailer. Offers. Call John Stocker (415) 777-5945 days

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<p><b>TRANSAT SPONSORS?</b> No hand-outs! I'll race tune your boat, plan crossings, layout a new deck, advise, consult, give lessons, do deliverles or var-nish work to get race funds for the solo Transat. Help me get your boat &amp; "American Express" ready. Doug McNaughton mess. 234-4334, 332-6039</p>	<p><b>OLSON 30 — 1980</b> 7 North sails, Inc. mylar — extra Barlents, head foil, Datamarine speed, log, depth, VDO wind Instrm'ts, Johnson 6 h.p. o.b., portable head, custom paint, anchor, rode, fenders, spare sheets, etc. (415) 673-0853</p>	<p><b>BUILDERS</b> 52' wooden cutter hull, ballasted, deck beams, eng. bed, 60 h.p. dsl. (new), stainless rigging, thru-hull fittings, Sitka spruce for mast &amp; boom, and other parts. All for \$20,000, including a 58x20 building in San Francisco. (209) 293-7272</p>
<p><b>NEEDS A MATE</b> Artist/photographer (single male, 45), with 28-ft sailboat and 16-ft Maserati, wants to meet adventuresome lady with similar interests. Call eves (415) 523-2125</p>		<p><b>1971 CAL 39 FOR SAIL</b> Veteran of Singlehanded TransPac. New standing and running rigging 1980. Fully equipped. Replacement value per 1981 survey \$135K. Multiple boat owner will sell for \$79K. Sam (415) 432-8818(home) / (415) 754-4510(bus.)</p>
<p><b>CATALINA 25</b> Gashouse Cove San Francisco berth, EZ load dual trailer, Honda auxilliary, head, galley, new bototm paint, Inflatable dinghy, \$12,500. No brokers. Call John: (415) 271-7286 or 945-7511 after 5</p>	<p><b>LAPWORTH 24</b> New mast, stays, Pineapple sails, Stockton self-tacking jib, roller furling jib, genoa, slab reefing, recent LPU paint, 6 h.p. Evinrude. Anchors, compass, etc. Fast keel boat in super condition. \$7,600/B.O. (415) 532-1626</p>	<p><b>32-FT. PILOTHOUSE CRUISING SLOOP</b> By Gulf. Garden-design with ¾ keel, diesel, s.s. tanks, inside steering and autopilot. Custom teak interior with much more. Sell or trade. (415) 897-1428</p>
<p><b>ORCA 38, '82, CUSTOM BUILT DBL.END'D</b> F/G cutter. Impeccably crafted &amp; engineered w/the finest materials &amp; equipment. Perfect for extended cruising or comfortable liveaboard. Extensive equipment list. \$155,000. Mark Yinger (206) 382-6636</p>	<p><b>42' WOOD MAST</b> Partially complete, Douglas fir, \$250. Also Douglas fir lumber, cradle &amp; stairway for sale. (408) 248-4352</p>	<p><b>FOLKBOAT — MODIFIED</b> Mahogany decks, teak interior, ash rails, Douglas fir mast, 2 cyc. l.b., 75 gal. water, 20 gal. fuel, full forward bulkhead, spinnaker rigged, auto-bllge pumps, berth available in Tomales Bay. \$8,000. Call Jeffrey (415) 387-9864</p>
<p><b>CLASSIC STAYSAIL SCHOONER</b> 62', 1958, Douglas fir, cargo capacity, 85 hp diesel. All structural bulkheads, needs interior, hull &amp; deck recaulked 1981. \$60,000. (805) 984-3186</p>	<p><b>40' YORKTOWN SLOOP — CUSTOM BUILT</b> Profes. In '80. Mercedes dsl. 500-ml. range, ctr. ckpt., aft cabin, refrig., prop., shower, 2 heads, teak int., complete equipt., best quality accessories. Replace. cost \$90,000 + . Injury forces sacrifice: \$69,500. Marina del Rey. (213) 838-1009</p>	<p><b>ISLANDER 34</b> Sail/live/cruise this superbly maintained beauty. Atomic 4, wheel, VHF, k.m., d.s., RDF, 110/12v, dodger, stereo, oven, much more equip. Must see in R.C. to appreciate. Asking \$35M. (415) 968-6111 evenings</p>
<p><b>WANTED: TRAILER</b> For or adaptable to an American Mariner 23. The American has a shoal draft keel, weighs 3,000 lbs., has an 8-ft beam and a draft of 2-ft 4-inches. (209) 634-8752</p>	<p><b>1982 CATALINA 25' SAILED 8 TIMES!</b> Swing keel, trailer, motor, dinette int., Signet dig. d.s., compass, shorepower, custom cabin cover. \$17,500 or may trade for power boat. Call Carol at (916) 925-0309/weekdays, (916) 925-6122 mess.</p>	<p><b>SANTANA 22</b> Excellent condition, great Bay &amp; Delta boat, 3 bags of sails, Evinrude 6 h.p. o.b., new bottom paint, heavy duty winches, head, mini galley. \$6,900 or B/O. (415) 687-3516</p>
<p><b>37' GULF STAR SLOOP '77</b> Quality const., all teak int., Benmar a.p., AC refrig., DF, VHF, almost new dodger &amp; weather cloth. Anchor windlass, new bottom paint &amp; mote. Ideal cruise or liveaboard. Immaculate. Slip available. P.P. (805) 644-0885</p>	<p><b>SAN JUAN 21</b> 1979 in outstanding condition, this swing keel boat is easily trailered with small car. Ready to sail in minutes. Excellent race or cruise boat. Calkins trailer, Honda 75, spinnaker, 130 genoa. (707) 745-4554 \$8,950</p>	<p><b>LAPWORTH 38</b> Vet. offshore racer/Pacific cruiser, comfortable live-aboard. Beaut. '58 mahog. sloop. Race equipt — 9 gd sails, some North. Recently refitted, Farymann dsl., too much gear to list, full cover! Berth avail. Priced to sell \$29,500. (415) 228-6704</p>
<p><b>FOR SALE OR TRADE</b> 3.2 or the most gorgeous acres in the State of Colorado. Includes 3600 sq. ft. building, 1700 sq. ft. shop, River frontage &amp; prlvate lake. 15-minutes from world class skiing. Will consider partial trade for sailing vessel. (303) 728-4216</p>	<p><b>FOR SALE — DASHER — LAPWORTH 32</b> "Serenade". Avon Redcrest, 3½ h.p. Seagull, multiband receiver, sailor receiver and RDF. Lots more! Contact John: 388-4608 or 457-5228</p>	<p><b>TRADE FOR CRUISING SAILBOAT</b> My \$50,000 equity in a beautiful Madera, Calif. 4-plex for a comparable equity in a 40' to 45' fiberglass cruising yawl or ketch. Ask for Clyde (408) 227-0409</p>



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<b>FOR SALE: '79 C&amp;C 24'</b> Super quality yacht. 6 Barient, Internal rig'g, pul-pits&lifelines, 6 h.p. Evinrude, head & galley facilities. Fast & roomy. \$16,000/B.O. or trade for sports car of equal value. Jim Mayberry, (415) 948-5989, evenings.	<b>DREAMING OF THE ISLANDS?</b> 40' LOA liveaboard sailboat, all amenities, plus permanent Honolulu berth (normal waiting list, 4-6 yrs) are yours for \$10,000 cash & \$300/mo for 18 mos. or equivalent trade. Particulars: Robert Staff, Box 1873, Honolulu, HI 96805	<b>RAWSON 30 — '64, EXC. COND.</b> '80 survey, 5 sails, Palmer M-60, VHF, knot/log, depth, press. water, wheel steering, charger, dodger, 2 anchors, refrig., poss. Monterey slp, trade for 34'-38' cruising cutter/sloop or sell for 29K. (408) 625-6384
<b>COLUMBIA 26 MKII</b> Oakland berth, VHF, RDF, knotmeter, compass, spinnaker gear, etc. 10 h.p. electric start outboard. \$10,250. Possible owner financing. (415) 237-5896	<b>NEWPORT 30 PHASE II</b> Sausalito berth, need parter 1/2 for \$14,000 or will sell all for \$28,000. Top shape — Combi VI ADF VOR radio, 120, 130, 150, 170, spinnaker, blooper, drifter. Call (415) 680-3623 days, (415) 372-0525 nites	<b>PARTNERSHIP WANTED</b> 1/4 or 1/3 interest in sailboat with berth, approximately 25-30-ft fiberglass hull boat. Call: Hank (408) 925-1821(d) or 353-3260(e)
<b>NEED EXTRA \$\$?</b> East bay skipper needs mate to help sail 1-2 evenings/week. Pay for getting boat ready and helping clean up. 'No pay for sailing. Call J. Beers, #232-1018 or write: J. Beers-1207 Alberdan Ct Pinole, CA 94564	<b>FOR SALE — LUDERS 33</b> Sister to 'Dove', built by Allied in New York. Vessel completely upgraded from keel to masthead. For world cruising. Rig: Alspar custom made in Australia, 8 bags from storm to 150%, 13 winches, Volvo diesel MD2B, fresh water cooled, shower, hot water tank, 110v, Halon, radar, Loran, VHF, autopilot, stereo, stove, fireplace, seaswing, Zodiac, Suzuki 2 h.p., 4 anchors, 200' 3/8" chain windlass, roller, cover, dodger, S/S BBQ, 5 pages of equipment. Offered by owner. \$51,900. (415) 530-0251	<b>1981 CATALINA 30</b> 120 w/roller furling (Hood), Leading Edge sails, chute & self-tailers (Lewmar winches), hot & cold pres. wtr., pedestal steer'g w/pods. Nicest 30 on the Bay — you have to see it — like new condition. Asking \$39,500. (415) 924-3879
<b>C&amp;C LANDFALL 38</b> 1981 model fully equipped for cruising. Includes ZED 4 with Johnson outboard, Loran, VHF, roller furled genoa, liferaft, RDF, man-overboard gear, EPIRB, dodger, Perkins dsl. and more. \$115,000/offers Call (408) 379-4007 evenings		<b>SANTA CRUZ 27</b> 1980 National champion, 7 new racing sails by Swenson in 1981, full boat cover, digital knotmeter & fathometer with alarm, Trailrite Trailer, all lines led aft to the cockpit. \$19,900. Call Bob: (619) 226-7943, (619) 223-5321
<b>1982 WINDROSE 20 + TRAILER</b> Suzuki 3.5 o.b., sails, anchor, porta-potti, many extras. Fully equipped, excellent condition. \$8,000 firm. (415) 589-2206 after 5:30	<b>HAWKFARM</b> Exciting Tom Wylie-designed 28' f/g San Francisco racer/cruiser. Bay and Ocean proven. Active one-design class, PHRF 162. 8 bags sails, VHF, d.s., knot/log, galley & head. Excl. cond., \$25,000/b.o. 388-6167 eves	<b>MOORE 24</b> Won '82 Newport to Ensenada Race, #92 7 racing sails by Swenson, Kevlar spin. sheets, cstm graphics, 2 compasses, Hexarachets, twings, 0-30 k.m., cstm tandem axle trailer w/spare tire mount/ladder. \$24,500 invested, sell for \$17,900. Bob: (619)226-7943, (619) 223-5321
<b>EXP'D. CREWMAN TO SHARE WORK,</b> fun, expenses w/mature couple & 2 parrots. 44' ketch leaving Hawaii spring '83 for points south. French visa, bond required. No smoking or drugs. Send resume, references, photo to Crew, P.O. Box 15063, Honolulu, Hawaii 96815	<b>LIVEABOARD/CRUISE</b> Overseas 41' ketch (CT-type), '75. Perkins dsl., sleeps 6, separate cabin/shower. 7 sails, VHF, d.s., w.s., k.m., 2 anchors & 200' chain. Delta cover & full canvas. 150 gal. water & 100 fuel. Poss. trade 26'-30' f/g sailboat. \$69,500. (707) 778-6709	<b>CRUISING DINGHY</b> Avon Redcrest 9-ft inflatable, 3 h.p. long shaft Seagull outboard. New conditon, asking \$900. Will negotiate. 521-9209 evenings
<b>PELICAN PRODUCTS, PLANS, PUBLICATIONS</b> We want a partner, qualified semi-retired person who doesn't need immediate salary, but who is interested in sharing meaningful, profitable mail order business expansion. Sturdy, lasting sailcraft including <i>sea going junk rig plans</i> . 21 Terry Circle, Novato, CA 94947 (415) 883-6901		<b>MARINE DIESEL</b> Westerbeke 50 (like Perkins 4-107), 4 cylinder. Includes: 2-1 reduction gear, shaft, stuffing box, 18" Martec prop., exhaust hose & Salisbury rubber muffler. Msc'l other stuff. 5 yrs old — runs good. \$3000 takes all. (408) 475-9627 Famous — Original 'Merlin' engine
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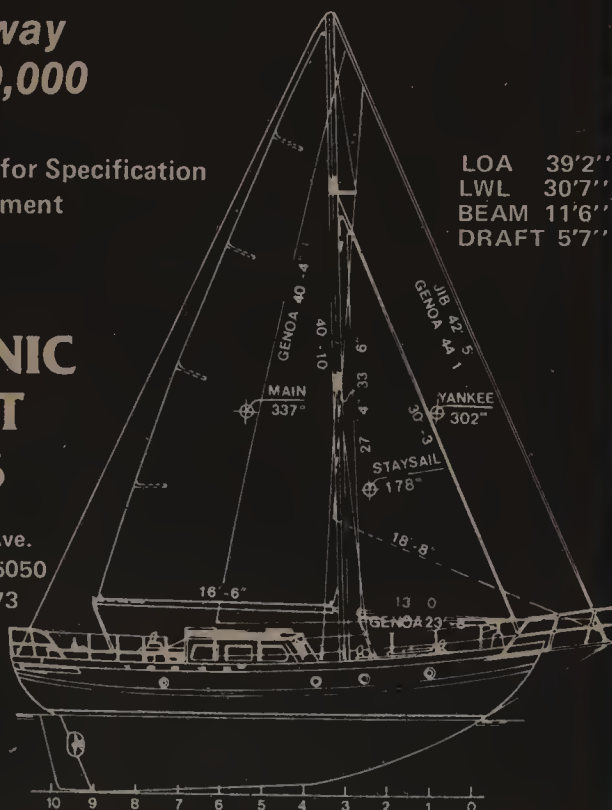
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25' CAPY DORY.....	\$12,900	34' CAL.....	\$39,500
26' WESTERLY.....	26,000	35' US PILOTHOUSE.....	85,000
28' BRISTOL CHNNL CTR60,000		36' ISLANDER.....	70,000
30' HOLIDAY SLOOP.....	19,500	37' RAFIKI.....	85,000
32' ISLANDER.....	27,500	37' TAYANA.....	89,900
32' MARINER.....	49,900	38' ALAJUELA.....	105,000
32' DREADNOUGHT.....	65,000	40' NEWPORTER.....	Offers
33' MORGAN.....	32,500	41' NEWPORT.....	89,000
34' FORMOSA.....	52,500	54' CT CUTTER.....	245,000

**SPECIALIZING IN CRUISING BOATS**



**44' ALDEN YAWL, '28.** Diesel, 8 sails,  
Avon. Xlnt. cond..... **\$72,500/Offer**



**46' CUSTOM FIG RACER/CRUISER, '72,**  
built by Pearson. **\$112,000/Offer, OWC**

23' SPRINTA '81. Comfort, beauty, xlnt. gear & sail inventory. Fast li'l racer.....	21,000
25' ALUMINUM NELSON/MAREK Racer. Inboard, trailer.....	Offers
25' BAHAMA by Cape Foul Weather. '74. Strong little cruiser.....	15,000
26' COLUMBIA MKII '70. Roll., furl., outbd. w/gen. VHF, RDF, Mint condition.....	11,900
27' O'DAY. '78. Diesel, owner may carry with low down.....	21,000
28' KING'S CRUISER. Graceful classic. Full boat cover.....	12,000
29' CAL '75. Last 2-29 w/teak int. Whl., dsl. Full canvas keeps her MINT.....	31,500
30' CATALINA '77. Dinette mdl., ped. strng., RDF, VHF, kero. lantern.....	35,000
30' ISLANDER '72. 4 sails + spinnaker, shows well. OWC.....	Offers
30' TARTAN 30A. 7 North sails, set up for racing.....	35,500
30' ERICSON '78. Ped. strng., roll. furl., dsl., anchor roll. & capstan.....	40,000
32' DREADNOUGHTS. Three of 'em: 2 cutters & a Tahiti ketch. From.....	54,000
32' MARINER KETCH '72. Loaded for cruising, inflat. w/outbd., diesel.....	50,000
CAL 2-34 '75. Solid, spacious coastal cruiser with good equipment.....	44,000
35' SANTANA '81. Full racing gear. In yacht condition.....	75,500
36' C&C '79. Wheel, OMNI, Dodger, North sails, Headfoil II. A STEAL AT.....	65,000
36' HANS CHRISTIAN. Seldom used, but well-maintained.....	79,500
37' TAYANA Cutter '80. 65 ch VHF, microwv, raft & o.b., dodger, fridge.....	89,500
40' NEWPORTER Ketch. Great liveaboard. OFFERS — MUST SELL NOW!.....	69,500
41' FREEPORT ISLANDER '76. Autopilot, windvane, dinghy & sabot, MORE.....	115,000
45' EXPLORER '78. Teak decks & interior, 7 sails, VHF, w/lpt & w/spd. CLEAN.....	119,000
45' ROBERTS KETCH. Refurb. in/out. Lots of gear. MINT.....	105,000
CAL 2-46 '76. Semi-custom beauty, radar, gen., a.p., roll furl, sail dinghy.....	175,000
50' TRI-KETCH. Heavy, Alaska-built, 3 dbl. st/rms, 6-PAC lic., liveabd. Slip.....	150,000
50' FORCE '77. Profess. maint. yacht has everything, even washer/dryer.....	160,000
55' MASON M.S. Equipt. for long dist. cruising. Desire ranch property trade	

**DEALERS for:**  
**HOBIE 33**  
**SANTANA ... NEW YORK 36**

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YACHT  
SALES**



# DEALERS FOR:

FORCE 50  
SEA WOLF 44  
ROBERTS 45  
PETERSON 34

# SKIPPER'S

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SALES



**50' FORCE 50.** New center cockpit ketch, berthing for 8 includes queensize aft cabin, ultra-luxury, unbelievably priced in mid-130's sailaway; pilothouse also avail. Inquire. (*Sistership*). May Be Seen At Our Docks.



**43'7\"/>**



**NEW 34' AFT CABIN FORMOSA SLOOP** — Volvo diesel, walk-through to aft cabin! Lots of teak, fully equipped. \$65,000.



**29' ISLANDER, '76.** Very clean. \$20,500.



**42' FORMOSA.** Clean, diesel. \$79,000

23' BEAR.....	\$12,500
24' CAL 2-24.....	5,950
24' COLUMBIA.....	7,500
24' PEARSON AREO 24.....	5,500
24' WINDWARD Sloop.....	8,900
24' FARR 727 ¼-Ton sloop.....	11,900
24' NEPTUNE 24K, 1980.....	21,000
24' ISLANDER BAHAMA.....	2 from 7,500
25' CAL.....	10,000
25' CATALINA.....	16,500
25' CHEOY LEE.....	14,500
25' SANTANA 525.....	2 from 13,000
25' BAHAMA 25, McGlasson-design.....	2 from 15,500
25' NICHOLS SeaHorse yawl.....	7,500
25' CHEOY LEE CLIPPER.....	2 from 15,500
25' CORONADO.....	3 from 9,200
25' CONYPLEX SEXTANT.....	11,500
25' NORDIC FOLKBOAT.....	2 from 5,400
25' SEILDMANN sloop.....	20,900
25' TANZER 7.5.....	10,500
25' PETERSON 2-25 full race.....	13,000
25' FOLKBOAT-BORRESON.....	10,000
25' LANCER.....	14,000
25'6" FRIENDSHIP SCHOONER.....	2 from 25,000
26' COLUMBIA 26 MK I.....	2 from 12,000
26' COLUMBIA 26.....	2 from 11,000
26' INTERNATIONAL FOLKBOAT.....	27,000
26' ISLANDER EXCALIBUR.....	9,000
26' BAHAMA.....	16,500

26' ISLANDER	24,500
26' PEARSON ARIEL	13,000
26' RANGER	16,300
26' S-2 aft cockpit sloop	20,000
27' TARTAN	18,500
27' HUNTER diesel sloop	26,500
27' COLUMBIA 8.3	29,500
27' CHEOY LEE OS	28,000
27' BRISTOL 27	17,000
27' CATALINA SLOOP	17,000
27' ERICSON	21,000
27' CAL 2-27	25,950
28' BIG BEAR	20,000
28' NICHOLS BUCCANEER	2 from 9,995
28' LANCER SLOOP	19,500
28'6" PEARSON TRITON	21,000
29' DRAGON	6,000
29' ISLANDER 29	2 from 22,500
29' RANGER diesel	33,950
29' COLUMBIA 8.7	33,000
30' ERICSON racing sloop	2 from 27,000
30' SCAMPI 30 MKIV dsl aux. slp.	49,500
30' RAWSON, diesel sloop	26,200
30' AMERICAN sloop, Nichols design	16,500
32' WAYFARER	34,500
32' WESTSAIL cutter	60,000
33' WINDWARD 33	23,500
34' PETERSON (NEW)	69,666
34' TARTAN sloop (S&S design)	44,000
35' FANTASIA	68,000

35' ALBERG	34,000
35' CORONADO aft cabin sloop . . . . .	2 from 44,000
35' MOD. FRIENDSHIP aux. slp., gaff-rig, dsl . . .	26,500
36' ISLANDER, 1973, diesel sloop . . . . .	55,000
36' LANCER, diesel sloop . . . . .	79,900
37' FORMOSA ovseas, diesel ketch . . . . .	55,000
37' IRWIN MK V ketch, diesel . . . . .	90,000
38' MORGAN . . . . .	90,000
38' DOWNEAST CUTTER, diesel . . . . .	2 from 78,000
39' IRWIN CITATION F/G, diesel . . . . .	69,950
39' ALLIED MISTRESS, ketch, diesel . . . . .	80,000
40' MARCONI Dsl. Aux. trunk cabin ketch . . .	65,000
40' CHEOY LEE OS yawl, diesel . . . . .	89,500
40' BLOCK ISLAND CUTTER, sloop rig, dsl. . .	30,000
40' PIVER aft cabin VICTRESS, '79 dsl ketch . .	90,000
41' FORMOSA ketch . . . . .	79,000
41' GULFSTAR 41, center ckpt sloop, dsl. . . .	89,500
41' MORGAN, aft cabin, sloop, diesel . . . . .	97,000
41' CT 41' auxiliary, ketch, diesel . . . . .	97,500
43' WESTSAIL, diesel ketch . . . . .	150,000
44' RHODES MOTORSAILER, twin diesel . . . .	140,000
45' EXPLORER 45 MK II center cockpit . . . .	105,500
45' LITTLE HARBOR diesel centerboard yawl .	110,000
46' FORMOSA Dsl. center cockpit cutter . . .	122,000
46' LIDO CENTER COCKPIT yawl, diesel . . . .	69,500
47' OLYMPIC O/S cruiser, diesel ketch . . . .	145,000
48' EXPLORER . . . . .	129,000
50' FORCE 50 PILOTHOUSE diesel ketch . . . .	159,500
51' FORMOSA PILOTHOUSE ketch, diesel . . .	156,500
52'8" PASSAT, auxiliary ketch, diesel . . . . .	90,000
60' ANA MARIE gaff-rigged cutter, diesel . . .	225,000

**MANY MORE LISTINGS ON FILE — BERTHING AVAILABLE FOR ALL BOATS**

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No. 12 Marina Blvd., Pittsburg  
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(415) 522-6500  
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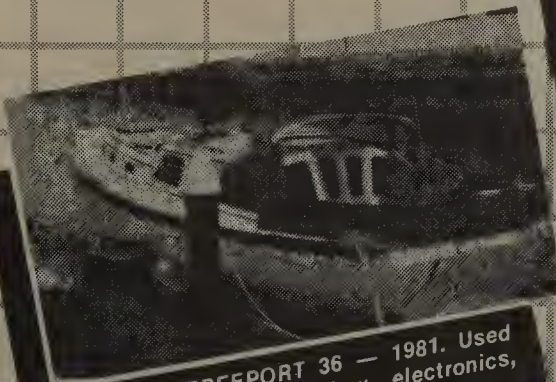


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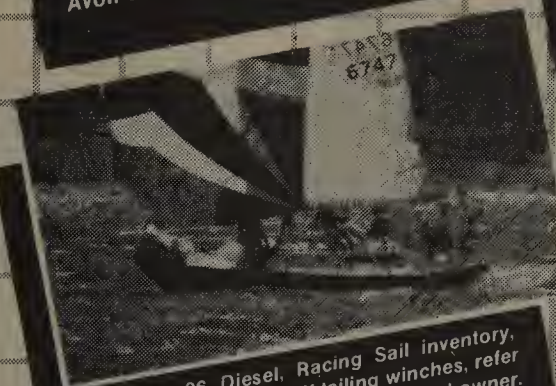
foot of laguna san francisco  
415 567-8880

20' CAL	\$5,000
21' WILDERNESS	15,500
23' ERICSON	7,000
23' RANGER	12,000
23' BEAR	12,500/offer
24' J	14,900
24' SAMOURI	12,500
24' NIGHTINGALE	2 from 14,500
25' CATALINA	14,000*
25' SANTANA	12,500
25' NORDIC FOLKBOAT	9,500
25' PACIFIC CLIPPER	13,000
25' NORTHSTAR 500	16,239.05*
25' GAFF SLOOP	35,000
25' KILLER WHALE	11,000
25' PETERSON	18,500
26' RANGER	14,700
26' COLUMBIA	13,900*
27' EXPRESS	40,000
27' CATALINA	15,500
27' SANTA CRUZ	20,000
27' TARTAN	19,900*
27' CAL T1/2	19,000
27' MULL CUSTOM	16,000
27' SNAPDRAGON	28,000*
28' HERRESHOFF KETCH	22,500
28' WYLIE 1/2 TON	27,000
29' COLUMBIA DEFENDER	17,500
29' RANGER	31,950
29' ERICSON	22,900
29' HERRESHOFF H-28	24,900*
30' ETCHELLS	15,500
30' KNARR	11,000
30' CATALINA	38,000
30' OLSON	29,000
30' SANTANA	37,950
30' ISLANDER	33,000
30' IRWIN	45,000
30' PEARSON	33,800
30' HUNTER	32,000
30' BURNS 1/2 TON	40,000
30' CUSTOM C&C	35,500
30' WYLIE 3/4 TON	40,000
31' CHEOY LEE	39,000
31' ERICSON INDEPENDENCE	45,000
32' WESTSAIL	2 from 59,900
33' RANGER	47,000
33' CHEOY LEE	52,500
33' SPAULDING SLOOP	22,000*
33' TARTAN 10	2 from 25,000
33' MORGAN M/S	75,000
34' PETERSON	55,000
34' C&C	63,000
35' SANTANA	59,500
35' CHEOY LEE	75,000
35' CORONADO	44,000*
36' ISLANDER FREEPORT	Offers
36' ISLANDER FREEPORT	132,000*
36' COLUMBIA	39,000
36' J	120,000
36' S-2	73,500
36' PETERSON/ROGERS	98,000
36' ISLANDER	3 from 59,900
36' HERRESHOFF	44,500
36' HUNTER	68,500
37' FISHER KETCH	149,000
37' PETERSON	95,000
37' ESPRIT	120,000
38' C&C "ENTERTAINER"	77,000
38' YANKEE	69,500
39' CAL	99,500
39' ROGERS "FRACAS"	92,000
40' MARINER	79,500
40' GARDEN KETCH	74,000
41' SWAN	170,000
41' OFFSHORE CHEOY LEE	116,000
41' CT	72,500
41' KINGS LEGEND	96,000
42' DUBOIS	57,000 (pounds sterling)
41' WESTSAIL	150,000
42' SOLARIS CATAMARAN	179,500
43' METER R. BOAT	29,500
43' SWAN	119,000
45' S&S ALUM. "INCA"	129,000
45' DAVIDSON CUSTOM	235,000
47' OLYMPIC KETCH	145,000
50' SANTA CRUZ	200,000

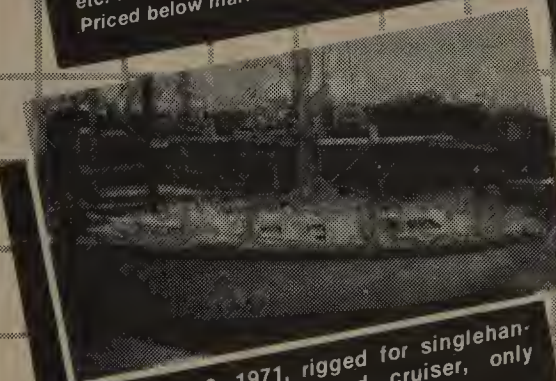
\*SAN FRANCISCO BERTH INCLUDED



ISLANDER FREEPORT 36 — 1981. Used very little. Diesel auxiliary, electronics, Avon dinghy outboard. Make Offer.



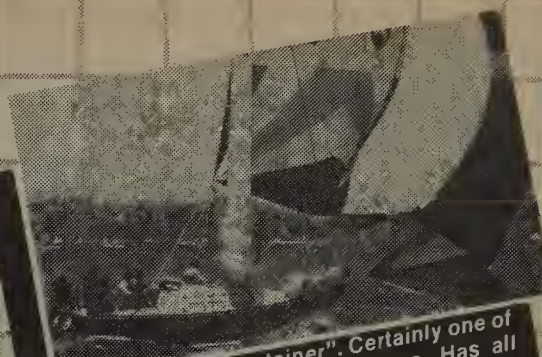
ISLANDER 36 Diesel, Racing Sail inventory, complete electronics, self tailing winches, refer etc. Has received great care by original owner. Priced below market at \$69,500.



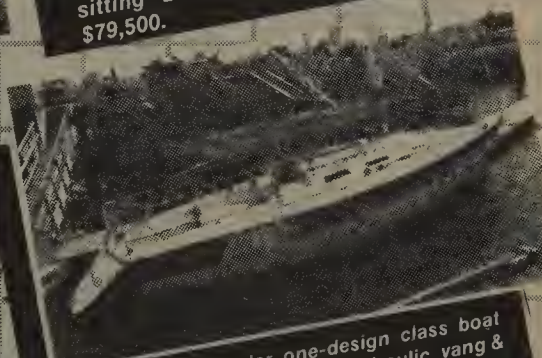
ERICSON 29. 1971, rigged for singlehanded, self-steering, good cruiser, only \$22,900 or best offer.



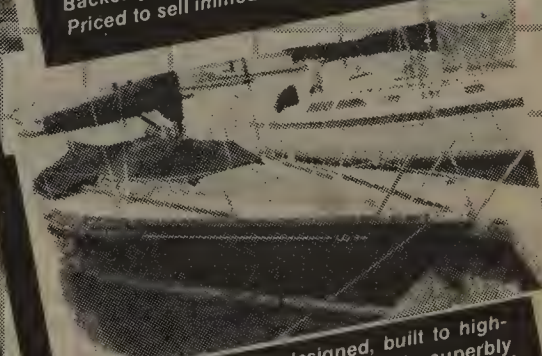
YANKEE 38. Respected offshore racer/cruiser, 12 bags of sails, diesel, seller 2-boat owner — must sell. Asking \$69,500.



C&C 38. "The Entertainer". Certainly one of C&C's most successful designs. Has all the gear you'd ever need. Looks fast just sitting at the dock. Asking a realistic \$79,500.



SANTANA 35 Popular one-design class boat with all the toys for racing. Hydraulic vang & Backstay, complete sail inventory, stereo, etc. Priced to sell immediately at \$59,500.



ROGERS 36. Peterson designed, built to highest standards, "BLACK MAGIC" is superbly equipped. Rare opportunity to own one of the West Coast's finest yachts at only \$98,500.



42' SOLARIS CATAMARAN. Twin Mercedes dsl., B&G, radar, etc. Four dbl. staterooms, superb charter boat with incredible potential. Seller will consider trades and offers.



*Cityyachts*



## 45' S&S Performance Offshore Yacht **INCA**

This famous yacht has been cruised and raced all over the world. She is respected for her racing accomplishments and recognized internationally for her beauty and impeccable quality. Constructed of aluminum to the high standards of Sparkman and Stephens, *Inca's* workmanship rivals that of '*Kialoa*' or '*Courageous*'.

She features a flush deck of meticulously laid teak that is both clean and handsome. Her cockpit affords the maximum in visibility and protection. The interior accommodates 8 with serious offshore practicality and comfort in mind.

Her equipment is all first class which includes full B&G, SSB, VHF, RDF, refrigeration, liferaft, 14 bags of sails, 13 winches, etc.

*Inca* has recently completed a rigorous survey and the outstanding results reflect the professional maintenance she has always received. She is being offered for sale with an asking price \$20,000 less than her market value. The Sellers are extremely motivated and will consider offers or trades. Asking Price \$129,000.00.